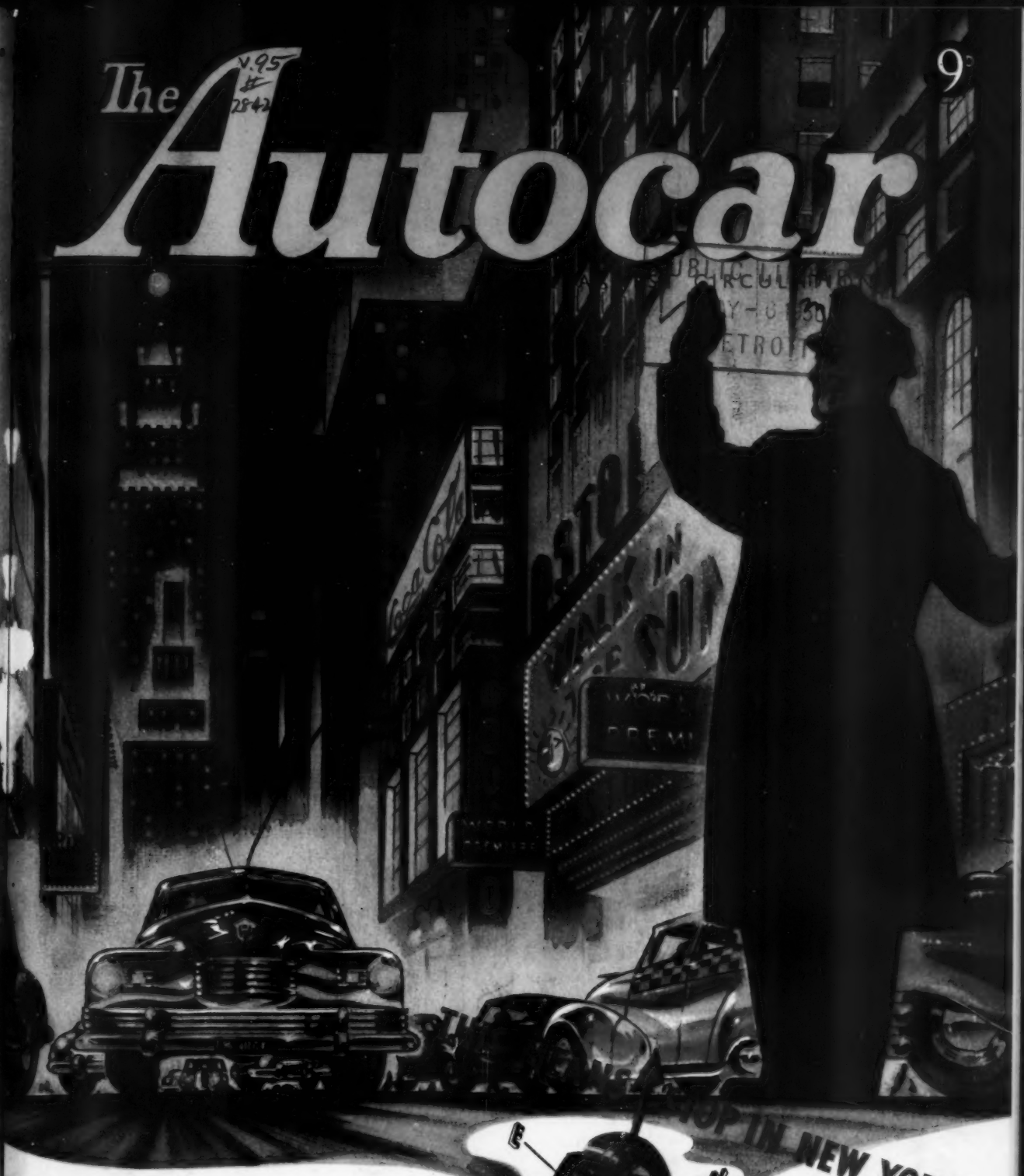
V.95 #2842

The Autocar

9



TECHNOLOGY DEPT.

LOCKHEED'S

REGD. TRADE MARK

MEAN SAFE STOPPING ALL THE WORLD OVER

The safest brakes in the world

AUTOMOTIVE PRODUCTS COMPANY LTD · LEAMINGTON SPA

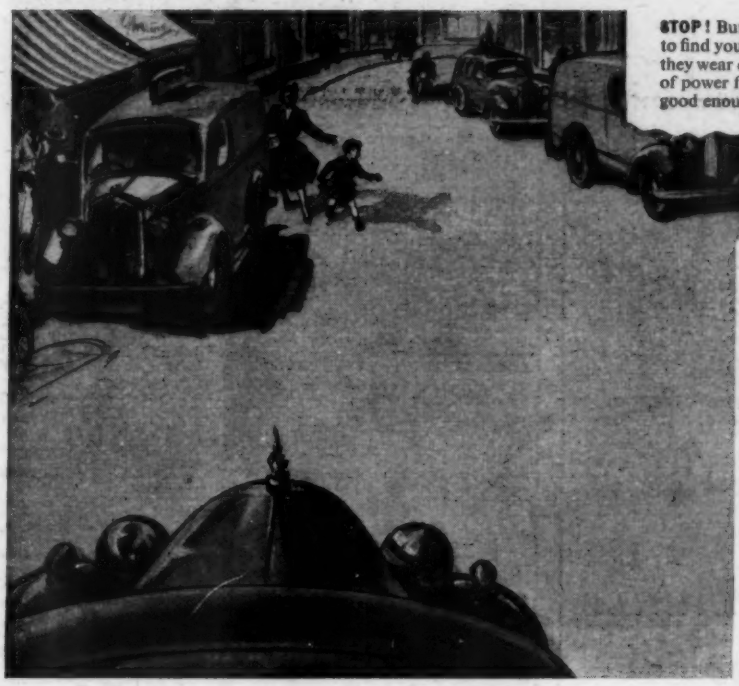
C.J.L.

HIGHWAYS AND HIGHWAYMEN *John Cottington*

He robbed a dictator – but spared his subjects

John Cottington, more commonly known as Mull-sack, hated Cromwell so much that when he received intelligence about a convoy of twenty horse and a wagon of gold to pay the soldiers at Gloucester and Oxford, he and five or six men ambushed the convoy and actually defeated the troopers. Several passengers who had travelled with the convoy for safety feared the loss of their own possessions, but Mull-sack told them that "they came not to take away any money but what did as justly belong to them as the persons that pretended to it." Mull-sack was hanged in Smithfield Rounds in April, 1659, at the age of 45 years. These picturesque scoundrels, who once made travelling an ordeal, are dead and gone. But to-day, thanks to John Boyd Dunlop's invention of the pneumatic tyre, we can travel in safety and comfort past the places that once echoed to the dreaded cry of "Stand and Deliver!"

THIS PICTURE WAS SPECIALLY PAINTED BY C. E. TURNER FOR THE DUNLOP RUBBER COMPANY LIMITED



STOP! But can you? In a real emergency, you may be horrified to find your brakes aren't as good as you thought. The fact is, they wear down very slowly: you don't notice the gradual loss of power from day to day. At this moment, are *your* brakes good enough to save a crash . . . a life?

HIGH TIME. Proper adjustment will generally restore good braking. But after long use, the linings should be inspected. If your repairer finds them worn like this—it's high time for a new set. There's no sense in risking scored drums. And you *might* risk a crash.

ACCURATE ANSWER. An experienced mechanic can test your brakes by the "feel." Far more accurate, and just as quick, is the Ferodo Meter, used by garages displaying the Ferodo Brake Test sign. This meter is instantly clamped to your car, and inside 5 minutes gives an *exact* efficiency figure. It shows if adjustment is needed—then shows the improvement. You receive a formal certificate of the test.

Are your brakes good enough?

(FEW DRIVERS KNOW)

WITHOUT CONFIDENCE, there's no pleasure in driving. But with good brakes — powerful, yet smooth and responsive — you're at ease in town or country, on hills or curves.

For pleasure, then, as well as safety, *regular* testing and adjustment are well worth while. And when at last you need new linings, remember there's a correct Ferodo grade, with co-efficient of friction matched to the design of *your* brakes.

Most British motor manufacturers equip their cars with Ferodo brake and clutch linings for the best possible performance and the longest wear. You can safely follow their lead.

SAFETY QUIZ

1. **Does pedal go down nearly to floor?**
2. **Do brakes grab, chatter, or make grinding sound?**
3. **Do brakes fail to respond to increased pedal pressure?**
4. **When you brake, does steering pull to one side?**

If the answer to any of these questions is "yes," your brakes need attention—quickly. But even without an obvious fault, they may be deceiving you dangerously. A test will tell.

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Test your brakes when you change your oil—every 2,000-3,000 miles

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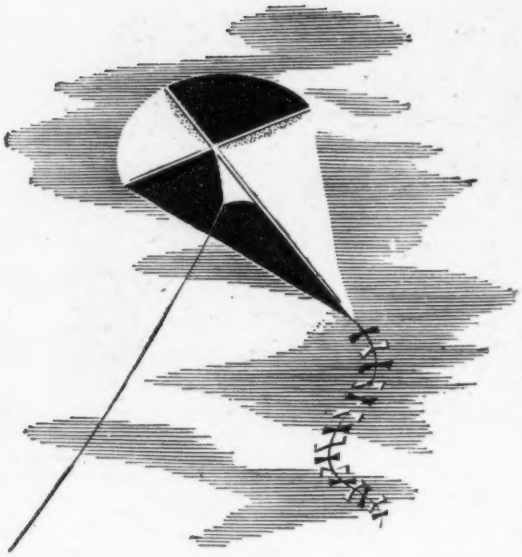
FERODO LIMITED, CHAPEL-EN-LE-FRITH. *A Member of the Turner & Newall Organization*



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Carriage on tyres 1/6. Tubes 9d.

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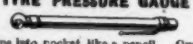

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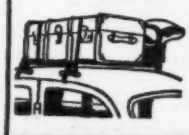

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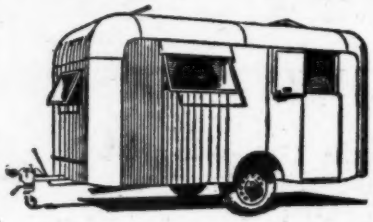

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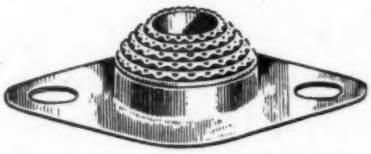

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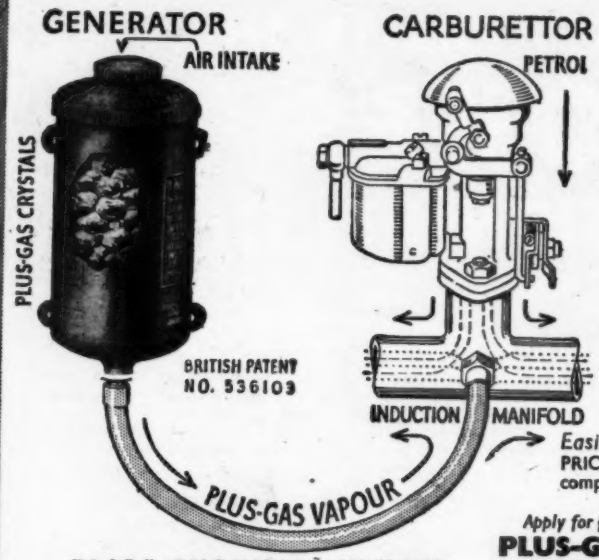

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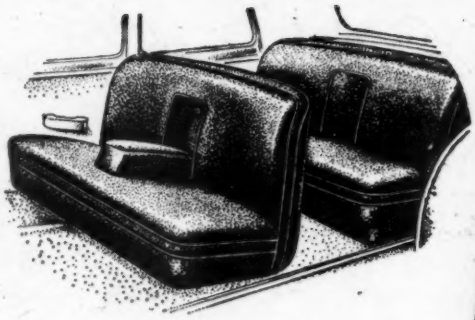

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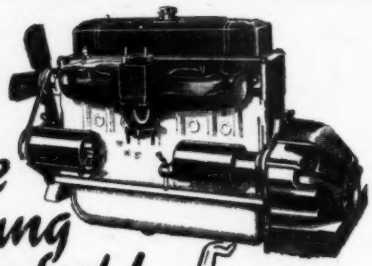

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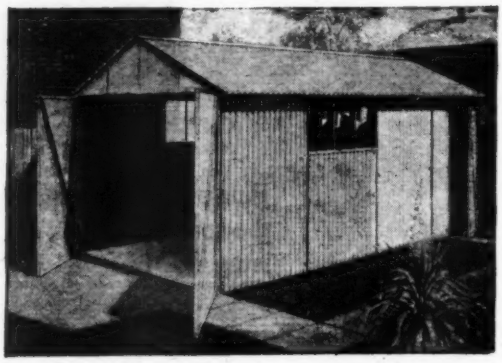

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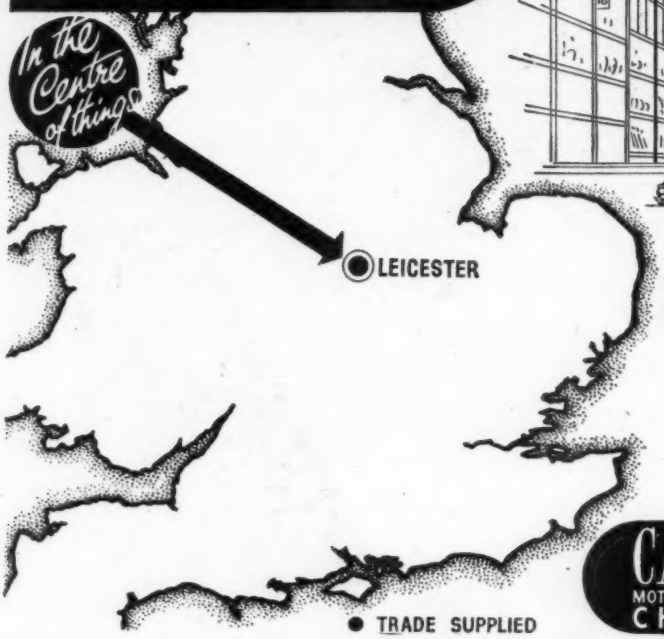

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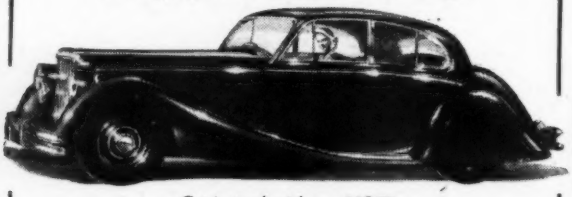

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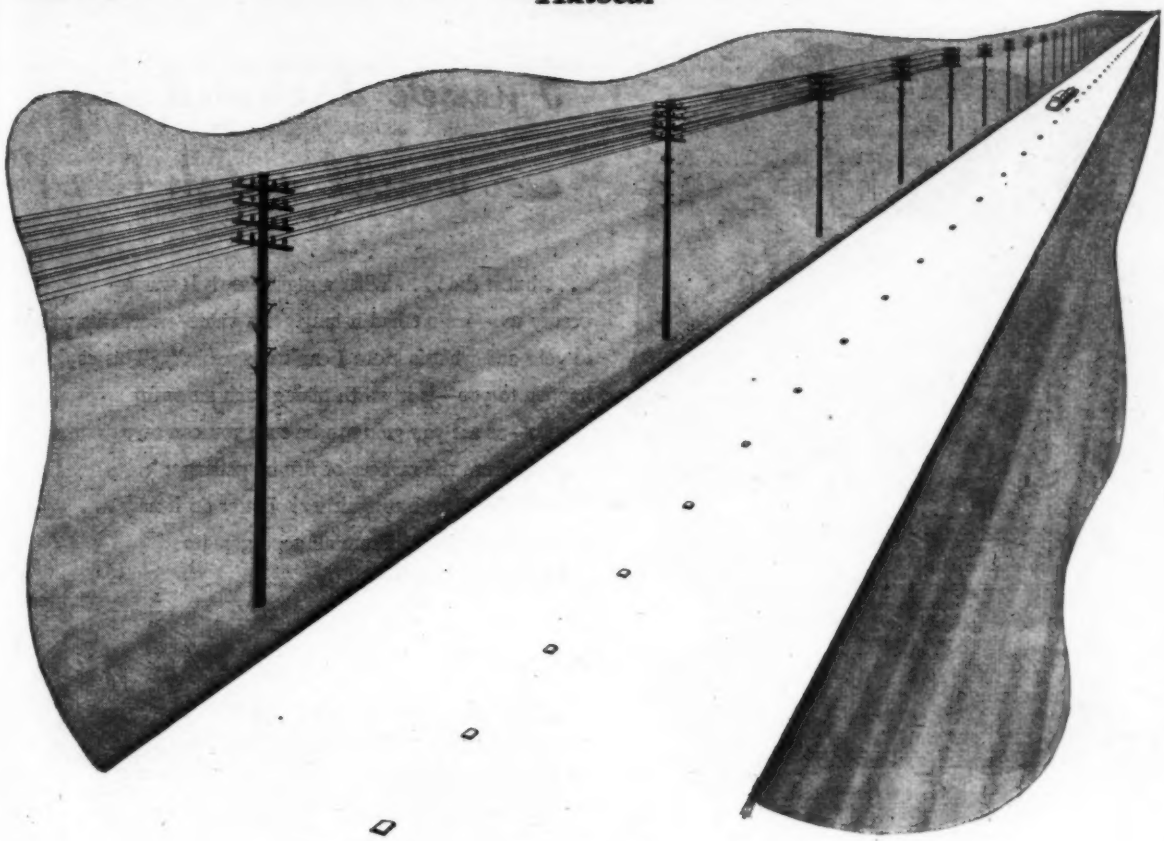

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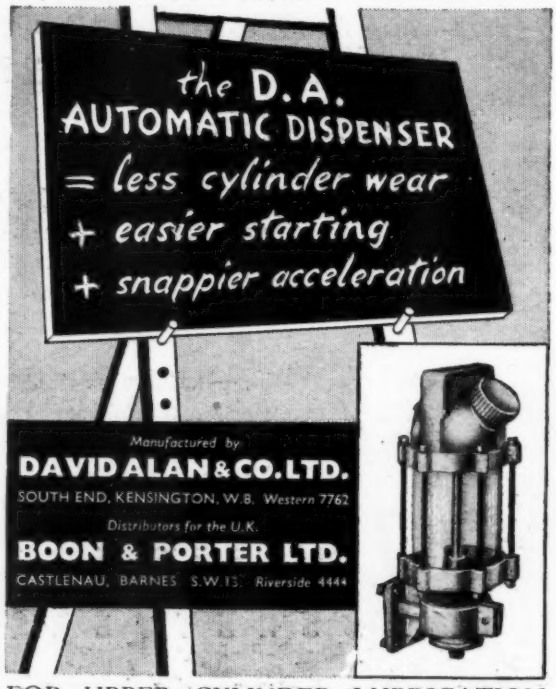

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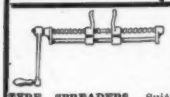

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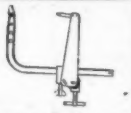

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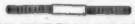

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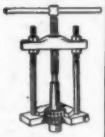

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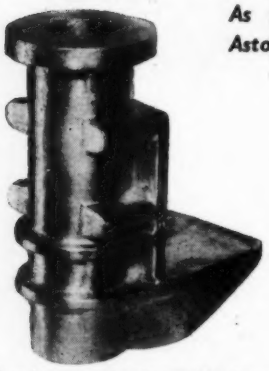

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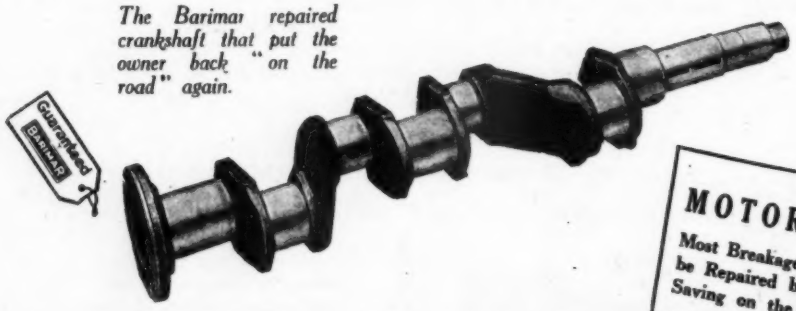

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Publishers:
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Editorial, Advertising and Publishing Offices:
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The Autocar
FOUNDED 1895

No. 2842 FRIDAY, APRIL 21, 1950 Vol. XCV

Budget Bombshell

THE spectacle of Britain's Chancellor, trapped in the mesh of his Government's extravagance and seizing the only way out that presents itself, is not an edifying one; nor is the cynical use of the price mechanism by a party that has so often condemned it. In both of these ignominious displays Sir Stafford Cripps played the leading role on Tuesday when he bludgeoned an efficient transport system for the sake of tax reliefs to organized workers at the crucial moment when the wage-freeze showed every sign of breaking down.

The principle of regarding successful amenities of civilization as milch cows for fiscal purposes—inaugurated many years ago by British Governments—is a pernicious one at the best of times. But to regard petrol as a fiscal weapon in the way that beer and tobacco—pure luxuries—are regarded may in the end prove disastrous.

It is impossible to believe that the Chancellor knows what he is doing. Increased transport costs must be reflected in prices and fares throughout the economy, and heaven knows that British prices are high enough already. Sir Stafford may feel that he has adroitly benefited the nationalized railways, but the overseas buyer of British produce is hardly likely to welcome additional charges for the sake of that obsolescent form of transport. In addition to the extra 9d a gallon on petrol and diesel oil, commercial operators must face a 33⅓ per cent purchase tax on their new vehicles; and yet the Chancellor seems blandly to assume that these need not be reflected in the price of goods and fares! As for the private motorist, it is obvious that the hand of this Government is deliberately raised against him. The sop of 180 miles a month—welcome if it can be afforded—will do nothing to temper his resentment against this further swingeing tax. Maladroitly, the Chancellor sought to justify the price increase of the gallon by reference to the steadiness of the price since the war, and the higher prices pertaining overseas.

Are we to assume that it is wrong for a price to be kept out of the inflationary spiral? And is the Chancellor of the Exchequer aware that in the countries to which he referred, Governments, instead of taking 40 per cent of the public's income for their own ends, leave a substantial amount which the citizen may spend as he pleases? In such conditions high prices for petrol are not so onerous as they are in a country where the cost of living has already swept up past the incomes that are chasing it. We unhesitatingly affirm that the Government wishes to reduce purely private motoring to nil; if it does so it solves many problems at once. We have indicated them in the past—supply of cars to the home market, road safety, road expenditure and construction, railway deficits, and last, but by no means least, the class-consciousness of itself and its followers. Periodically sacrifice must be made to the gods of spite and envy.

It remains to record satisfaction at the reduction of purchase tax on quality cars, and to point out that economy of performance will now be at a higher premium than ever. As a corollary to that, the need in this country for a true minicar becomes more pressing than ever, and we trust that leading manufacturers will not be too discouraged to make plans in this direction.

Finally we must comment on the wider issues. The ruin of this country is Government expenditure, which Socialists have never been able to comprehend as inflationary. Sir Stafford's recourse to incentive indirect taxation and reduced direct taxation, flatly contradictory to Socialist principles, is tacit admission of the danger that the country is in, but the Chancellor excuses his Micawberism in the face of impending disaster by plaintively asking, "What would you cut?" As the Opposition seems to lack the courage to tell him, we will do so: The social services, the food subsidies, the building programme and the costs of administration. This is a bitter prospect, but it must be faced. The country is living far beyond its means. The first rumble of approaching cataclysm comes in the desperate measures in Sir Stafford's Budget.

In the courtyard of the old Hotel Poste, at Avallon, a famous coaching inn.

A Good Cup of Tea

FAST JOURNEY TO GENEVA — WITH FERGUSON

IT seems a pity to go to Geneva by any other method than motoring on good French roads, especially when transport is a 2½-litre Riley, with its redoubtable owner, Douglas, as driver. One Tommy sat in front to navigate, record progress—if any—and do complicated sums in francs to prove that we couldn't really afford to buy petrol and eat as well. Ferguson and myself were rear ballast. We were expected to keep quiet in any moments of strain, but were permitted the odd observation on the behaviour of clumsy clots, of which we met no inconsiderable number.

We assembled promptly at 4.45 p.m. on a sunny afternoon and equally promptly Douglas announced that he would just make his usual quick 'phone call. He joined us again 35 minutes later, and we proceeded to stow the luggage. The number of different ways of getting three suitcases, one bag, one can of oil and a packet of spares into a Riley locker without being able to shut the lid must be tried to be believed, but after twenty minutes we got the drill right. Ferguson (who is something of an artist) said he would draw a plan, but somehow never did.

London left behind eventually, the first incident on the Dover road was meeting motor cyclists returning from an event at Brands Hatch, most of them riding terrifyingly well and fast, some only terrifyingly. Next we overtook a curious structure on two wheels, looking like a mobile mountain of luggage, which turned out to be a Continental-bound Ariel Square Four. It *had* a rider, in about square four.

Naturally, we went to The White Cliffs at Dover, for an aperitif and dinner *chez* Graham Lyon, well known to us, and, as usual, were well looked after.

As we were travelling officially, our public relations friends from British Railways went to considerable trouble to help us at the harbour, and our thanks are due to them and to the ever-helpful R.A.C. port officials for whisking us on board the *Hampton Ferry* so briskly. Going through at the same time was another motoring friend with an XK120, which made me envious.

While we were having a nightcap in the lounge, Ferguson, our left-handed *matelot*, disappeared for a while, and on his return claimed that, after all, he had known the stewardess in the Wrens. He tried, unconvincingly, to make it clear that he had not been a Wren himself.

Having the choice of going ashore at three or seven we decided on seven, and after a good breakfast and a few simple formalities we were motoring in France once again. Given the choice of crossing the Channel by ship, I plump for the train ferry every time; it is so easy.

Our usual method of progress in France is worth mentioning. We set ourselves an E.T.A. (estimated time of arrival, to non-Service types), at a place we fancy, and motor like stink. Then we think of something else, such as a nice pot of tea for Ferguson, stop and have a *café filtre*, and then make another E.T.A. The only E.T.A.'s that are sacrosanct are arrival at the place of work.

Our general object the first day, Monday, was to go to Le Mans and have a look round the course, which none of us knew. Our route was Calais, Boulogne, Montreuil, Abbeville, Rouen and Bernay, where we lunched at the Hotel Angleterre and Cheval Blanc. The association of these names gave rise to much idle speculation over a Dubonnet, cut short by the arrival of a very excellent and reasonable lunch. Tommy finished up with the largest pear I have ever seen, and toyed with the idea of taking another into the car in case of hunger. Ferguson said: I wish I liked food, I could eat so much more.

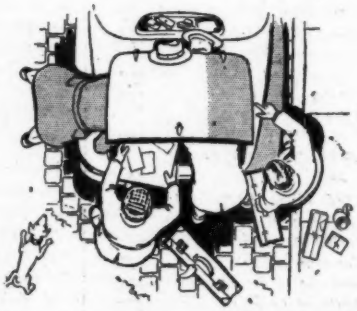
Pleasantly drowsy I felt on the way to Alençon, and was accused of snoring when the speedometer was touching the 100 m.p.h. mark. Towards Le Mans, Ferguson suggested a pot of tea, so we passed on to the *Circuit des 24 Heures* and had a look round. The new stands and pits are very fine, but old Le Mans hands will sorrow at the way the road on the back leg is being widened and made easier. It looks like being more of a race than an endurance test this year.

A quick lap by the Riley was contemplated, but abandoned when, just after Mulsanne, was found a neat heap of stones in the middle of the road, obviously left to discourage just what we were doing.

Those well-known French contractors, Messrs. Travaux, were well in evidence here, and in fact we found their signs all over France. Later we discovered them doing a bit of export work in Switzerland. Ferguson said: In my country they make a very good pot of tea, so we took the hint and stopped at a little café in Le Mans for coffee.

Monday night was passed at Orleans, at the Terminus-Hotel in comfortable large rooms with all mod. cons. Mine even had some stained glass windows, one of which seemed to have suffered a bit, probably at the hands of some English milord who tried to open it. It wouldn't for me, either. Dinner was good in the pleasantly lit little dining room, and enlivened by some amorous exchanges between a loving couple at a nearby table. The food was enriched by a *Rosé d'Anjou*, which was good without being expensive.

Next morning was to have seen an early start, but a banking transaction in the usual leisurely style, and Doug-



A number of different ways with the locker. Ferguson *is* something of an artist.

las' preoccupation with window-shopping and postcards, delayed things a bit; a further delay was when we discovered that an extra tin of oil we were carrying to Geneva for a friend had sprung a leak. We had to mop up and re-tin at the local garage.

Lunch-time found us hungry and nearing Avallon, and here we did a detour I can strongly recommend. Coming in on N.33 we turned right three kilometres outside, and along La Vallée du Cousin, a lovely road by the river which brought us into Avallon under the ramparts and through the old parts of this fascinating town, which are never seen from the main N.6 road.

In the valley we stopped at a recommended hotel for lunch, but on inquiring found it did not open until Easter. The patron, however, who was doing himself a very nice mixed grill, was fully prepared to open up the restaurant and cook us lunch if we did not mind incommoding ourselves a little. Where else can one get service like this today?

Swans with frogmen's boots.

We decided not to wait, but went to the famous Poste, the old coaching inn where Napoleon stayed, and which has been described so often. It is a beautiful place for the rich tourist, but travellers with a £50 holiday allowance will not be able to afford many meals there this year. The fixed price lunch was 1,500 francs (about thirty bob) and we decided to eat *à la carte*. Even so, our meal did not come to very much less.

As we were behind schedule, our plan of getting to Switzerland by way of Pontarlier and the frontier at Vallorbe, for a change, was in jeopardy, for Douglas was inclined towards La Faucille. Fortunately we persuaded him otherwise, as we learned afterwards that there were several miles of highly dangerous frozen snow and old ice over this road, whereas we saw hardly a trace of snow our way.

Coming along Lac Leman to Geneva in the darkness was enlivened by the brilliantly lit shops in the villages, and once again the cleanliness of everything in this lovely country impressed me, particularly in contrast with so many French villages. After looking in at La Résidence and being welcomed by our old friend M. Lussey, Tommy, Ferguson and I went to find somewhere to eat. At 10.15 p.m. service was finished in Le Globe, it appeared, but not, said Ferguson, for English Milords. With smiles, the staff set to and got us a very useful steak and all the necessary trimmings. Continental service again.

With 12 francs in the pocket for every pound this year, instead of the 17 last year, Swiss prices for practically everything except their home-made cigarettes are frightening, and tourists will have to avoid the larger hotels and restaurants if they want to make their allowances last. No doubt there are cheaper places, but we had no time to look for them. As one small instance, I was charged 5½ francs (nearly ten shillings) for having a suit pressed. My hotel bill was about the same as last year, in Swiss francs, but this represented nearly twice as much to me at the current rate. One tip about changing cheques in Geneva. Take them to the exchange office at the Cornavin station. Swiss banks have certain solemn formalities, like the French, but at the Cornavin you can get money quickly.

A coffee on Friday morning was enlivened by the sight of Douglas and Ferguson ordering chocolate, and the mountain of whipped cream on top served them both right. Our scheduled time for leaving Geneva was 3 p.m., but for the usual various reasons this became 4.30 p.m., when we went along the lake towards Nyon and out by St. Cergue and La Cure. Crossing the Jura, still with snow on the slopes but not on the road, Ferguson said: In my country we also have mountains, and started to talk about tea again.

I forgot to mention the swans. Crossing one of Geneva's many bridges over the Rhone we were admiring these birds when Ferguson said: These swans are wearing frogmen's boots. Subsequently inquiry showed he was wrong; swans' feet grow that way.

Friday night was spent at a hotel well known to us all, the Royal at Châlon-sur-Saône, where our rooms had been booked, and the standard of comfort and feeding is as good as anywhere in France—and better value than most. Our host, M. Vachet, was out, but we were welcomed by his cheerful brother, and greeted by the host himself during dinner. Discussing the sweet, Ferguson said he ate Crêpes Suzette because he liked the juice.

Part of the next morning was spent in banking transactions, and again we motored fast. Passing my own favourite Hostellerie de la Seine, at Polisot, with regret, as it was too early for lunch, we made for Sézanne and the Hotel France, passing through, Ferguson said, a mistletoe forest. The Hotel France is being extensively overhauled and the decorations are not yet finished, yet they gave us an extremely good and filling lunch at 700 francs each, and being in the champagne country we drank *champagne nature*, very pleasant without the bubbles, at about 480 francs a bottle.

Fortunately we had some time in hand this day and could linger long enough to enjoy our meal, which is a thing of the most essential in France. Starting off reluctantly with the knowledge that every kilometre was one nearer the boat for Dover, Ferguson said: Every time I light my pipe, the car it convolutes itself.

After a decent interval, Ferguson said: In my country, they make a very good pot of tea. So we stopped at the Lion d'Or in Rheims to try the local brew, which was pleasantly refreshing. Inevitably a record of *Le Troisième Homme* was played for the English milords, and I warn readers that all French hotel keepers think we all like it—still.

Inevitably a record of "Le Troisième Homme."

In the Moderne, at Arras, we had all decided that only a snack could be managed, but the problem was, what? Douglas firmly ordered an omelette and attacked it while the rest pondered. Ferguson said: I don't really want another omelette, but I would like a small English omelette, made with dried egg.

Motoring on to Dunkirk we nearly collected hares, March, mad, one, and next were checked by an obstruction looming up in the lights. With a sailor's unhesitating power of recognition, Ferguson said: An unlighted tumbril. And so it was. One near avoidance of a *camion* hidden by a dip in the road ahead, an unplanned deviation round and about Cassel, during which every time we saw a signpost Douglas accelerated so that we should not read it, and then came the ferry dock and a train slap across the only road so that we could not reach the Douane.

A gale warning had filtered through our radio, and as the Wren was not on duty we all turned in early, to sleep through quite a roughish crossing. All ashore at six to have passports checked, and then a return to the ship to get the car. Douglas tried to find out the whys of this drill, seemingly unnecessary, but was not completely satisfied, I gathered.

Making sure to *tenez la gauche* we reached Maidstone for breakfast, where the Royal Star specializes in this. Through deserted London we went, and reached our destination at 9.30 a.m. on Sunday, less than a week after the start. Ferguson said: And now the reckoning.

Over 1,400 miles we did, with not a protest from the Riley except a few squeals on fast corners; very little oil was used. It was a happy crew and a happy trip, with plenty of good scenery, good food and good wine. But still, as Ferguson said: In my country, they make a very good pot of tea.

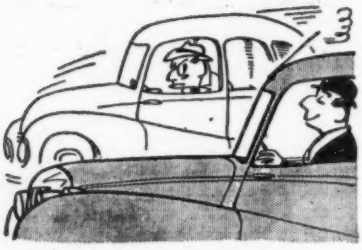
L. A. AYTON.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Influence of Quality

AN interesting subject for speculation is how much influence quality car building has on road safety. I think it is considerable. When I am driving the typical (and excellent) quantity-produced car I have regretfully to confess that my aim is roughly that recently expressed by a colleague: "I go from A to B just as damn fast as the suspension will let me." Not so with the quality car. Your Scribe takes up a clean collar stance, bowler hat adjusted to a nice City angle and best gloves carefully placed at twenty to four, and



As sedately as a State carriage.

proceeds to drive as sedately as a State carriage. If rude fellows overtake him or dash away from traffic lights in an ecstasy of engine revs and exhaust smoke, he takes no notice, being more impressed by his own unmistakable refinement in the one-two-three matter of gear changing.

Seriously, though, the quality car is so restful that it is difficult to get irritated while driving it, and as irritation is a source of impatience and impatience a source of accidents, I think the influence of quality can be underestimated.

✦ ✦ ✦

Misguided

A TYPE of letter to the newspaper is being seen with increasing frequency which irritates me beyond measure. The writer has usually spent six weeks in the U.S.A. and proceeds, on that basis, to specify the type of car that British manufacturers "must" make in order to capture the American market. In the process he usually slangs the British car with an injustice that can stem only from ignorance.

Usually his ideal is exactly the type of car that the Americans produce themselves. No British manufacturer would risk his shareholders' capital on such a gamble, and quite rightly. Moreover, by what standard is that type of car to be judged? Many people like it immensely, but surely they have been conditioned into doing so; the devil you know is always better than the devil you don't. But if the British style of car became sufficiently well known there is no one who can say with certainty that the big car admirer would not change his mind.

Thinking back on my own experience, I remember a time when, having owned only small cars, I preferred them to all others and could quote many reasons why (I still can). At the moment my mount is medium-sized, and I like it so much that I should not like to return to a small one; but neither have I any desire to go one stage bigger.

Dogmatism over public preference is a dangerous thing, and I wish more Editors would remember that dogmatic people are the most vociferous. So far as one can postulate ultimate standards by which cars should be judged, I should say that they might be based on the economic use of the earth's resources, for we must remember that there are others to come who will have to rely on these for a continued existence. On that basis the small car scores every time.

✦ ✦ ✦

No Censorship

BY such comment I do not wish it to be thought that I would restrict the liberty of the individual to state his views. Far from it; I would uphold it to the limit. But a plea for more responsibility on the part of letter-writers is not out of place. The British motor industry is the country's leading export industry; it employs many thousands of people, and its tooling-up investments are horrifyingly large. The acid critic, discharging bile on to paper in the name of liberty, might do well to think of such things before he exaggerates his case. Competitive eyes await such snippets and their cunning use can exaggerate the importance out of all proportion. The result may be a whispering campaign against such and such a car, its failure as a model, the loss of many thousands of pounds, unemployment for a large number of the writer's fellowmen, and a final economic reaction to his own disadvantage. Would-be scribes, pray think on these things. Editors, remember your responsibilities.

✦ ✦ ✦

Like 'em All

AS far as my personal views interest anyone, I have driven many British and American cars—and Continental ones as well. I like 'em all, because I like cars. Each type has certain distinctive features which appeal greatly, and my ideal car would combine a number of them regardless of source. Nearest to my ideal at the moment is the medium-sized British quality car; but that does not mean that I do not get an immense kick out of such sturdy little examples as the Ford Anglia, or a sense of value for money from a Chevrolet, or a *joie-de*-motoring-*vivre* from the f.w.d. Citroen Six. And I do not know a single car that excites my animosity.

✦ ✦ ✦

Gauge Addict

AFTER a spell with coloured lights, I am back to a car with a sensitive oil pressure gauge, and once again I reiterate the statement that this instrument is indispensable to the careful driver. For obvious reasons these days I have no intention of ill-treating the car, and the gauge is a means of assuring me that I am not doing so, for it is as good as a thermometer. In this season of changeable temperatures, it permits me to

We do not really *need* boots.

adjust the muff to a nicety; it tells me in the morning when the engine is warm enough to take a respectable throttle opening, and it also, all the time, reassures me that all is well in the lubrication system, for the needle responds readily to the slightest acceleration. Of course, the advocates of motoring for the moron will continue to tell us that we do not really *need* such instruments. Maybe not. We do not really *need* boots and shoes, but it's awfully pleasant to have them around.

✦ ✦ ✦

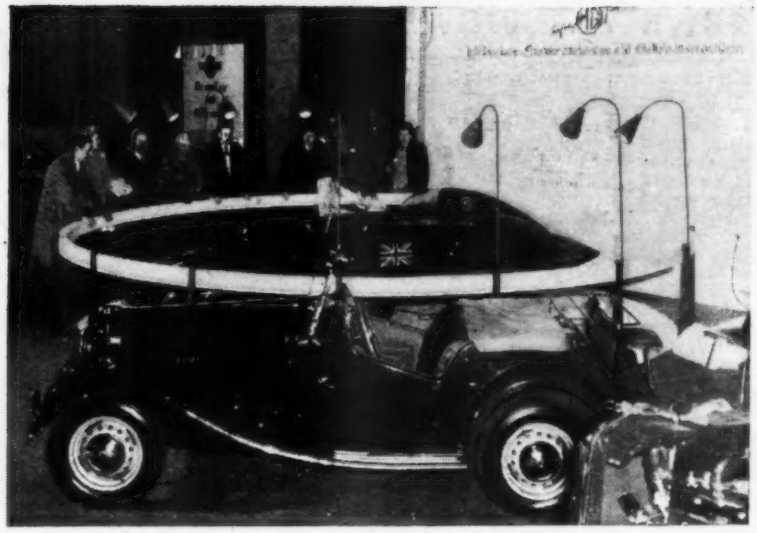
Writing to Us

MY good colleague the Correspondence Editor enjoys every bit of his job except the necessity to reject so many letters owing to shortage of space. He asks me to tell correspondents to bear this in mind in writing to us; please be brief, write on one side of the paper (type it if you can) and sign your letters *legibly*.

You have been told.

NEWS and VIEWS

NOW — U.S. TURBINE



Lieut-Colonel Goldie Gardner's record-breaking M.G. is one of the many centres of interest in the New York Show.

Motorists Foot the Bill

IN the new Budget announced on Tuesday motorists and transport concerns carry the cost of reliefs to the rest of the population. These reliefs will not inevitably benefit the motorist who is now paying an extra 9d a gallon on petrol. With petrol such a source of substantial revenue it has been found possible to increase the basic ration to 180 miles a month. To further the revenue to the State and, presumably, to give added protection to British Railways, 33⅓ per cent P.T. will now be paid on goods vehicles.

The double purchase tax on cars costing £1,000 or over has been removed to give the quality cars a fair chance in the home market, which is the basis of reducing costs which, in turn, affect exports. All cars now carry 33⅓ per cent tax on the home market.

Comment on the budget is made in the leading article on page 451.

Bentley Mark VI Price

AS a result of the reduction in purchase tax announced in the Budget the British total price of the Bentley Mark VI standard saloon, of which a Road Test appears on pages 459-461 in this issue, becomes £3,316 11s 8d instead of £4,038 3s 4d (list price £2,595, plus purchase tax at the reduced figure of £721 11s 8d).

Austin Stock Car Attempt

PLANS are being made for an attempt to break existing American stock car and international class F records, by the Austin company. It was originally intended that Alan Hess would lead an attempt to cover 10,000 miles in 10,000 minutes in an Austin A.40 on the Salt Lake flats, in Utah, in May.

At present, however, the flats are covered in water, and the attempt is not likely before early June. Meanwhile a 24-hour record attempt is to be made next week at Westhampton airfield, Long Island.

Silverstone Passes

A LIMITED number of special passes for the Grand Prix d'Europe, at Silverstone on May 13, have been arranged by the R.A.C. to permit members of the industry directly concerned with this race to enter the stewards' enclosure on the pit side of the course. The cost of these passes will be £2, and not more than two will be available for any one firm. Each pass will admit one person, and one vehicle to a special park. Application must be made to the R.A.C. not later than first post on May 1.

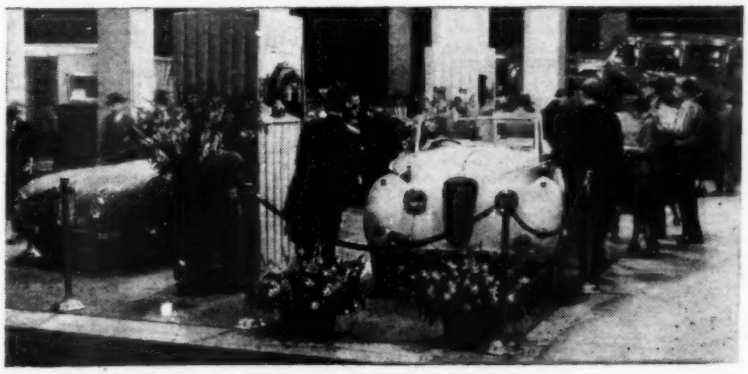
In Germany Now

FIGURES for 1949 reveal that motor vehicle production is Western Germany's most important industry. A total of 165,000 vehicles was produced in the year, with a turnover of total value two billion marks. The figures for March this year show a further increase in production at the Volkswagen plant at Wolfsberg, in the British Zone, with 6,317 cars as against 5,564 in February.

Negotiations are in progress between the nationalized Renault factory in France and the former Goering-Werke in Watenstadt-Salzgitter for the acquisition of property to be used for the assembly of the rear-engined Renault car. This seems a bold invasion of a country that already has a considerable output of minicars. In Dusseldorf the preparations for the mass production of the new D.K.W. car are in progress.

The classification of station wagons as commercial vehicles, which permitted the export of British cars to Germany, has now been rescinded, by a decision from Bonn.

Show news in Germany promises a full international motor vehicle exhibition in Frankfurt next year, if Western Germany is accepted by the *Bureau International des Constructeurs d'Automobiles.*



Aston Martin and Lagonda undergo scrutiny by New York Show visitors.

New Books Received

The Little Guides. Volumes covering Buckinghamshire, Cornwall, Derbyshire and Kent in a series well known since 1900. They are being reissued county by county in thoroughly revised form, well illustrated in Batsford style. The arrangement is in gazetteer form, supplemented by informative introductory matter and a folding map. They still remain at pocket size and are ideal for quick reference to a touring area. The four latest introductions follow similar guides already published in the new edition for Gloucestershire, Devon, Wiltshire, Hampshire, Sussex, Dorset, Somerset and Norfolk. Others will appear later. Price 7s 6d each, published jointly by Methuen and Co., Ltd., 36, Essex Street, London, W.C.2, and B. T. Batsford, Ltd.

Wessex, by Ralph Dutton. This new Batsford publication, in their *Face of Britain* series, is more than a guide-book. It is highly readable on the area of Southern England covered historically by the

NEWS and VIEWS
continued

name of Wessex, taking in roughly the modern counties of Hampshire, Wiltshire, Dorset and parts of Berkshire and Somerset. Its author was born, and lives, in the country indicated by his title. He takes the reader through the prehistoric, the Saxon, Roman, medieval and later eras of his field of interest, and has a keen and informed eye on social history as revealed by the churches and country houses of the area.

In each district he lays initial stress on the influence of geology on population and living habits, showing what is invariably found as regards density, and also vegetation, agriculture and architecture, according to whether the subsoil is of chalk, sand or clay and whether stone is available locally. Without becoming too technical, this particular approach is interesting as throwing light on causes perhaps not previously suspected of influencing local characteristics.

It is a book thoroughly illustrated in the well-known Batsford fashion, written so engagingly and with such observation as to create fresh interest in places both large and small with which one is already acquainted, and the desire to visit others so far unknown. Price, 12s 6d, B. T. Batsford, Ltd., 15, North Audley Street, London, W.1.

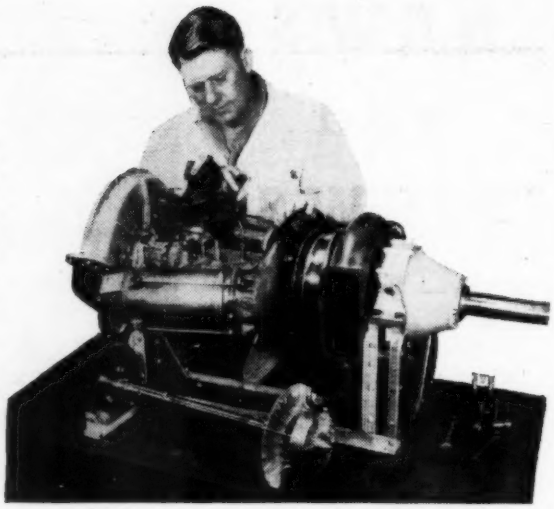
British Hills and Mountains, another in the Batsford *Face of Britain* series, is a third and revised edition of this symposium for climbers and walkers, which was first published in 1940. Its production follows the fine standards expected of this house. Although a large part of the text, by J. H. B. Bell, E. F. Bozman and J. Fairfax-Blakeborough, is devoted to the mountains of Scotland and Wales, the more modest uplands of Mendip and the North and South Downs are not neglected. The 100 photographs, some in colour, are of a quality that will make it difficult for the reader to keep away from the regions portrayed. The price is 12s 6d.

Sweden's Champion

FURTHER details of the production version of the Champion miniature car to be made in Sweden show that it has been changed considerably from the original German prototype described in *The Autocar* of November 18, 1949. With closed coachwork, more power and four-wheel brakes, it should be a much more practical vehicle for daily use.

The engine is now a two-cylinder air-cooled, two-stroke of 398 c.c. which is said to deliver 15 b.h.p. at 3,400 r.p.m., and a four-speed gear box is now used. As the weight of the complete car with coupé bodywork is said to be only 615lb, this gives promise of decidedly useful performance. Power unit and gear box are mounted at the rear in unit with a hypoid bevel final drive. The backbone frame is made of high duty Swedish steel of light gauge, and mechanical brakes are now fitted to all four wheels.

The two-seater coupé body illustrated in *The Autocar* report of the Geneva Show will have pressed steel panels on a light steel tube framework. Covers over the front luggage compartment and rear engine housing will be of aluminium. All four wheels are independently suspended by trailing arms and transverse torsion bars.



This Boeing gas turbine develops 175 h.p. yet weighs only 200 lb. Lying on the bench in front of the unit is the air compressor rotor and its turbine rotor mounted on a common shaft. The independent power turbine drives the tailshaft through a planetary reduction gear having a ratio of 9.06 to 1.

175 B.H.P. AMERICAN ROAD TURBINE

SINCE 1943 the Boeing Airplane Company, of Seattle, has been experimenting with a small gas turbine. The first model, No. 500, was a jet propulsion unit for light aircraft and missiles. In a modified version, designated Model 502, the combustion gases were further expanded in a second turbine stage to furnish shaft power. This unit is under development for the U.S. Navy Bureau of Ships and a test installation for boat propulsion is planned for the near future. It has already undergone two years' testing on the bench and an output of 175 h.p. is claimed.

In view of its suitability for road vehicle propulsion a unit has recently been fitted to a 10-ton Kemworth trailer-tractor and tested on the road. It can be run on petrol, paraffin or diesel oil and has proved to be quieter in operation than the normal petrol or diesel engine installation. Vertical exhaust stacks, one on each side, are fitted at the rear of the driving cab. Fuel consumption is at a rate about twice that of the piston engine, but it is expected that this can be somewhat improved by sustained development. However, by occupying much less space and effecting a saving of at least a ton in weight it has created enormous interest amongst truck and coach builders. Controls are simplified and full power is available without any preliminary "warming-up."

It is claimed that a system of power-braking has been devised which is a substantial improvement on that obtained by the conventional piston engine. Mr. W. M. Allen, Boeing president, emphasized that the installation marks only the start of a service testing programme and the turbine unit is not yet ready for commercial production.

MR. LORD AGAIN SAYS "GIVE US THE STEEL"

A FAREWELL dinner was given in London last week by the Austin Motor Company to a party of Canadian main distributors who, as mentioned in *The Autocar* of March 24, have been visiting England at their invitation. They had spent some three weeks touring the country and making factory visits.

At the dinner Mr. L. P. Lord was in the chair and, although the function was of informal character, he made some typically pungent remarks about the difficulties under which the motor industry and the Austin company in particular are at present operating. He told his Canadian distributors that because at Longbridge they were not getting the steel they had been promised by the Government, Canada was not getting as many cars as had been hoped, although Austin production was at 21 per cent over last year. The Canadian market had developed most satisfactorily, and from the figures for this year so far there was every appearance of Canada becoming this year the foremost market for Austin cars, which already in British Columbia had outsold American cars.

"We want complete freedom," said Mr. Lord, "freedom of competition between the big six manufacturers to make as many cars as we can, and we will promise to sell them."

In addition to the large party of distributors, many with their wives, from every province of the Dominion, guests at the dinner included Mr. L. D. Willgress, High Commissioner for Canada, and Major-General E. H. Clayton, C.B., C.B.E., of the Ministry of Supply.

It was evident that the Canadians, most of whom had never been to England previously, had found much to interest and even surprise them in their tour, largely in A.40s, which will be shipped to them subsequently. The programme was most carefully arranged by Austin's on a detailed itinerary. As well as tours of the Austin factory, it included visits to Dunlop, Joseph Lucas and S. Smith and Sons.

Scots' Road Problems

A NEW move towards improvement of the roads in the Scottish Highlands has been made by the Highlands and Islands advisory council urging special measures to be taken. A special road fund for the Highlands has been suggested as one solution. In Glasgow, the construction of underground garages is being considered by the corporation.

1,000 Miles Circuit of Ireland Trial

ROOTES GROUP SCORE AGAIN

★

HILLMAN MINX

(Closed cars up to 1300 c.c.)

1st

Car driven by W. T. Todd

(Subject to official confirmation)

SMITHS

play the Instrumental part in the new ASTON MARTIN

In 9 out of 10 cars today Smiths instruments play an essential—and stylish—part. Take the new Aston Martin D.B. Mark 11 Aerodynamic Saloon. On its impressive dashboard you'll find a wide range of Smiths precision instruments; instruments that provide accurate, unfailing information for the driver.
AND ALWAYS REMEMBER that Smiths are *more* than instrumental. They make many motor accessories for many makes of car. Heaters, jacking systems, etc.—all of which are adding greatly to the comfort, convenience, and efficiency of modern cars.

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SMITHS MOTOR ACCESSORIES LTD., CRICKLEWOOD WORKS, LONDON, N.W.2
THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LTD.

MORE PHOTOGRAPHS ON PAGES 462 - 463

Daimler dignity impresses visitors, who are well aware that the marque enjoys royal patronage in Britain.

NEW YORK SHOW A GREAT SUCCESS

"PRIDE OF BRITAIN," Says Herald Tribune

On Sunday the New York Show of British cars closes its doors after a week during which it took the Americans by storm, and it is important to realize just how much enterprise this show has meant. It is as if the American motor industry had staged a show of its products in London's Olympia or Glasgow's Kelvin Hall.

The set-up was on a grand scale. Decorations were in the hands of industrial designer Walter D. Teague, who designed the show as a homogenous whole and not as a series of separate exhibits. Striking introductory motif, in the foyer of the Grand Central Palace, Manhattan, in which the Show is being held, comprises two 12ft figures of royal trumpeters in scarlet and gold uniforms. Flanking them, on the blue-draped walls of the foyer, are three giant leopards on each side in gold, based on a British heraldic design. Predominant colours within the Grand Central Palace are also scarlet, blue and gold, the carpeting being grey. An enormous shield, focal point of the Show, bears the royal crest; similar shields, decorated in an heraldic style, adorn the balcony railings. Two groups of flags, twenty feet high, stand against the inside entrance columns. American and British flags, draped together, supply subsidiary effects, and the stand banners are in deep blue with the manufacturers' names in blue and gold.

New York, April 18

AFTER snow on Thursday and rain on Friday, sunshine broke in New York on Saturday, April 15, for the opening of the British show of cars, motor cycles and cycles at the Grand Central Palace, in Manhattan. This motorized invasion of America by British manufacturers is a bold and enterprising effort to enable American motorists to see the best that the British industry can produce, and to study for themselves what lies behind the term "British craftsmanship." From the moment that Mr. Paul Hoffman, E.C.A. Administrator, officially opened the show and toured the stands in company with S.M.M.T. president, F. I. Connolly, crowds which had been queueing outside flocked in to examine the exhibits. Attendance in the first weekend numbered 31,500.

Over 250 representatives of the British industry were present to answer the many questions which American visitors asked, and they were gratified to note that the balance of comments was always on the right side, for the economy, efficiency and desirability of British cars are now well appreciated in the U.S.A. The magnificent display of fast sports two-seaters is surrounded all the time by a very appreciative audience. The cream Jaguar XK120, slowly turning on its electric turntable, might be said to be the chief centre of attraction, and the Jowett Javelin Jupiter, Frazer-Nash, Bristol, M.G., Lagonda and Aston Martin share the Americans' enthusiasm. The compact size of Britain's saloons is much admired and their incidental features come in for appreciation. Altogether there are about 100 cars, ranging in price from $1,000 to $13,000, at the upper end of which scale Bentley, Rolls-Royce and Daimler make a magnificent showing.

The display is adequately staged, the Rootes Group having one side of the ground floor almost to themselves. Everywhere there are piquant contrasts; thus the Rover 75 is shown beside the eight-cylinder Meteorite diesel engine of 320 h.p., which is suspended by a piano wire. The revolutionary turbocar presides on the mezzanine floor where the motor cycles and cycles are displayed. It was correctly assumed that the "turbo-jet," as the Americans call it, would be besieged and that there would be more room for it upstairs. The assumption is more than fulfilled and crowds are continually gazing through the Perspex panel over the engine compartment at *The Autocar* diagram showing the action of the turbine, and at the R.A.C. certificate which indicates its capabilities. Other special exhibits appealing to the Americans' love of the superlative are Cobb's land speed record car, and Goldie Gardner's M.G. record-breaker.

One surprise has been the American interest in British caravans. In order to promote sales, Lord Selsdon, of the Raven company, considered offering a case of whisky to each buyer, but the interest in the model was such that the offer would have resulted in New York going dry for the second time in its history!

Mr. Paul Hoffman, invited by Sir Oliver Franks, British Ambassador, to open the show, described the display as a constructive adventure by British manufacturers. It was, he said, Britain's contribution to the recovery of a free world, and a determined effort to earn dollars. The U.S. respected a fighter, and this show, organized in

NEW YORK SHOW
continued

American style, deserved success. Mr. Hoffman congratulated British manufacturers and included in his congratulations their 1949 record-breaking production. The exhibition was, he said, one of the best that he had seen in the Grand Central Palace, and revealed great showmanship. The British models were tailored to suit American tastes, and he hoped that the 50,000 a year goal of sales in the U.S.A. would be achieved. Mr. Hoffman concluded by wishing that other British industries would follow suit.

In thanking Mr. Hoffman, the President of the S.M.M.T. said that British enterprise was necessary to the economic survival of a free world. Britain knew the difficulties but felt that there was room in the world for British cars which differed individually from others. British vehicles were complementary to American cars; they provided economical and reliable service, and a small proportion of the American market would satisfy the most optimistic expectations of British manufacturers.

A luncheon at the Waldorf Astoria Hotel followed the opening ceremony.

SCOPE OF EXHIBITS

Among the more than 70 exhibitors of British cars, commercial vehicles, accessories, equipment, bicycles and motor cycles at the Grand Central Palace Show, there are 22 different makes of British cars represented by 100 models ranging from $1,000 upwards to luxury vehicles.

Comments in the American Press were almost invariably favourable to the show. Under the heading "Pride of Britain" the New York *Herald Tribune* said that it was one "in which the American public will undoubtedly take delight, and in which Britain can well take pride.

"The American automobile industry does not look upon these shining displays as menacing," said the journal. "It can welcome them as offering to the American buyer the occasion to indulge in special fancies or to satisfy particular needs."

Mr. Alfred Sloan, chief executive of the General Motors Corporation, was another authoritative source of encouragement. He said that smaller cars were rapidly becoming more popular in America in view of traffic conditions in cities and towns. He was addressing exhibitors at the opening of the show.

24-hour Spares Service

Coincidental with the opening, Sir Miles Thomas, chairman of B.O.A.C., gave news that the Corporation were starting a 24-hour spares service for cars, which would operate to New York for inland distribution by Associated Airlines of America.

Public interest in the exhibition started before the show was opened with groups of people watching the exhibits entering the Grand Central Palace, and making such comments as "Ain't that a dandy?" Inside the Palace, so many British exhibitors were present arranging displays that it was easy to forget that this was America's chief city (*pace* Washington, D.C.).

Sydney Allard (back to camera) chats with Arcus Duntor, designer of the Ardun o.h.v. conversion for Ford V8 engines.

Great excitement heralded the arrival by lorry on Thursday, April 13, of the Rover turbocar, outside the new Rootes showrooms in Park Avenue. Movie cameramen and Press photographers eagerly awaited the removal of the black tarpaulin, but a snowstorm intervened. Undismayed, photographers trailed their electric spotlights into the Avenue, and police held up traffic while photographs were taken. Curiously enough, the announcement of the American Boeing turbo-truck has added to the interest shown in the Rover, for the truck has already been televized in the U.S.A.

G. GEOFFREY SMITH.

* * *

THERE might have been a jarring note on Wednesday, April 12, when a symposium was arranged at the Museum of Modern Art in New York. Six American speakers openly discussed "Aesthetics of Automobile Design," and were forthright in their condemnation of American trends in bulbous bodies and heavy chromium plated fronts, which they claimed resembled sharks' teeth or harmonicas, as well as the low roofs of sedans and other features now common. The auditorium was crowded. Amazingly enough the audience applauded the most uncomplimentary remarks and outspoken criticisms. A "moderator" (chairman to us) balanced the views as best he could, and instanced the attractive lines of foreign cars. Whereupon a well-known automobile stylist, Raymond Loewy, with all-concealed wrath trounced the critics of American cars and heatedly set about foreign cars—Italian, French and British alike. He overdid his case, however, by showing slides of old-type vehicles such as the Gold Bugatti and a pre-war M.G., together with modern American examples. But the amused audience was not, apparently, impressed and remained impartial. Sir William Rootes, Mr. W. Lyons, Mr. J. F. Bramley (Austin) and other Britishers were present among the crowded audience and were amazed at the kind of symposium (with derisive comment) which American audiences enjoy.

Then the moderator announced, without warning, that he understood that the Editorial Director of *The Autocar* was in the audience and invited Mr. Geoffrey Smith to make his observations. Mr. Smith applauded the early speakers for straight-from-the-shoulder views, but chided Mr. Loewy for his unfair 20-year-old examples of British and foreign designs. He said that Britishers often thought exactly what had been said that night of American cars' styling, but were too polite to express those views publicly, which remark brought loud applause. He pointed out that the little M.G. which had roused Mr. Loewy was never in competition with his "streamlined" sedans, but was a praiseworthy and economical sporting two-seater, popular over the years and, incidentally, selling in large numbers in America. He agreed that there should be more headroom in saloons but that criticism applied equally forcibly to American closed cars. He thought the visibility of American cars, with very long bonnets and the steering wheel so far back from the screen, was poor by comparison with British designs, and suggested that if America experienced London fogs there would soon be a change. Mr. Smith praised the roominess of American cars but said that Britain was an economical country and ultra-large cars were not entirely suitable for her roads.

BRITISH CAR REGISTRATIONS—

In 1948 there were 18,000 new British cars registered in the U.S.A. while in 1949 a further 14,000 were imported. The drop of 4,000 was to some extent owing to the greatly increased availability of Detroit-built cars, which had an adverse effect on the sale of small British saloons.

Today, there are about 50,000 British-built cars registered in the U.S. and this is just about the yearly export figure which the S.M.M.T. has set for its goal in 1951 and onwards. Such a figure would nearly quadruple the 1949 sale of British cars. Even so, fulfilment of this objective would represent only 1 per cent of the Detroit industry's yearly output of some 5 million cars. It would, however, go a very long way towards closing the dollar gap and assisting Britain towards being once again economically self-supporting.

Expansible Filter

AN engineer of the Aluminium Company, of America, in Maryville, Tennessee, has developed a new kind of oil filter which, he claims, need never be changed. The filter contains activated alumina, which is obtained in the processing of aluminium ore, and is extremely porous. A small fragment has a large surface area, and the pores of the material will absorb acids in the oil. This material has hitherto been used chiefly for the lubrication systems of large electrical plant, but the Aluminium Company are now using such filters for their own vehicles.

DATA FOR THE DRIVER

4¼-litre BENTLEY MARK VI

PRICE, with standard four-door sliding-head saloon body, £2,595, plus £1,443 3s 4d British purchase tax. Total (in Great Britain), £4,038 3s 4d.

ENGINE : 29.4 h.p. (R.A.C. rating), 6 cylinders, overhead inlet and side exhaust valves, 89 × 114 mm, 4,257 c.c. Compression Ratio: 6.4 to 1. Max. Torque : 214 lb ft at 2,250 r.p.m. 22 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT : 36 cwt 1 qr 14 lb (4,074 lb). LB. per C.C. : 0.96.

TYRE SIZE : 6.50 × 16in on bolt-on steel wheels with discs.

TANK CAPACITY : 18 English gallons. Approximate fuel consumption range, 16–18 m.p.g. (17.7–15.7 litres per 100 km).

TURNING CIRCLE : 44ft 11in (L) ; 46ft 5in (R). Steering wheel movement from lock to lock : 3½ turns. LIGHTING SET : 12-volt.

MAIN DIMENSIONS : Wheelbase, 10ft 0in. Track, 4ft 8½in (front) ; 4ft 10½in (rear). Overall length, 15ft 11½in. ; width, 5ft 9in ; height, 5ft 4½in. Minimum Ground Clearance : 7½in.

ACCELERATION

Overall gear ratios	From steady m.p.h. of 10-30 sec	20-40 sec	30-50 sec
3.727 to 1	9.4	9.2	9.8
5.001 to 1	6.9	6.9	7.8
7.520 to 1	4.7	5.4	—
11.113 to 1	—	—	—

From rest through gears to :—

	sec		sec
30 m.p.h. ..	6.3	60 m.p.h. ..	19.8
50 m.p.h. ..	13.9	70 m.p.h. ..	28.3
		80 m.p.h. ..	40.8

SPEEDS ON GEARS

(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st	20—27	32.2— 43.5
2nd	38—47	61.2— 75.6
3rd	60—73	96.6—117.5
Top	86 (Maximum within distance available)	138.4 (Maximum within distance available)

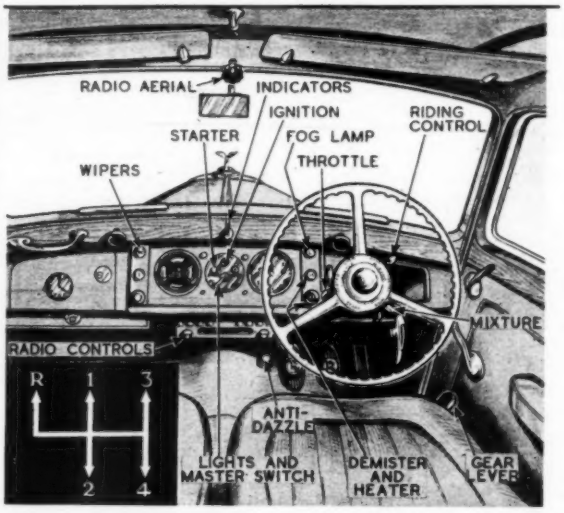
Speedometer correction by Electric Speedometer :—

Car Speedometer		Electric Speedometer m.p.h.
10	=	7.75
20	=	18.0
30	=	27.0
40	=	37.0
50	=	45.5
60	=	54.5
70	=	65.0
80	=	73.5
90	=	83.5

WEATHER : Dry, cool ; light wind.

Acceleration figures are the means of several runs in opposite directions.

Described in "The Autocar" of May 24, 1946.



Patrician yet sleek, striking yet unostentatious, the Bentley Mark VI with standard steel saloon body is a fine specimen of top-quality British car. The central lamp is not now used as a pass light, but is switched separately as a fog lamp.

No. 1405: 4¼-LITRE BENTLEY MARK VI SALOON

PERHAPS the outstanding thought from extensive driving of the Bentley Mark VI, built by the world's premier car manufacturers, Rolls-Royce, is that it has no single predominant feature but gains its unique position from a combination of superbly matched qualities that raise it above the level of other cars. Years of painstaking research and development with mechanical perfection as the goal show their results unmistakably. Smoothness and quietness and sheer quality are in the superlative. Such things are not to be measured by instruments; they are sensed and duly valued by the connoisseur who can afford the best.

The Bentley goes fast with dignity and an air of detachment, and it could be judged most effectively by making, say, a 400-mile run, in something like eight hours' running time, and then repeating the journey the next day, and so on, thus giving it a chance to show the supreme consistency and dependability it offers in return for the price paid. More than usual is it true of this car that a standard and necessarily restricted test fails to bring out its real worth, a large part of which is contained within the fact that it will operate almost indefinitely with express train regularity and a minimum of attention.

Although it is not specially important just how many seconds the Bentley takes to accelerate from one speed to another when the standard tests are applied to it by stopwatch, invariably these cars show an exceptional consistency of behaviour, reading after reading being virtually identical. The performance is very fine in all respects, though not tremendous in terms of what a modern 4¼-litre engine, such as this car's is in design, could be made to achieve if silence and top refinement were somewhat sacrificed.

Whatever it is doing, slow or fast, it feels good, and the sense of possessing the best thing of its kind, as all the world recognizes, is strongly induced. For all its refinement, it is robust, however, and the owner can be confident that his car will take the hardest driving he can give it without suggestion that the throttle should be eased back to give the engine respite. Again, the safety factor is at maximum, with a car as superbly engineered and built as the Bentley is by craftsmen, and with controllability highly developed by unsurpassed research and testing.

Because of the fine and yet unobtrusive workmanship and finish that are evident there is an æsthetic pleasure to be derived from every visible feature, and not least from opening the bonnet and viewing the beautifully finished engine. Things both seen and unseen have received a degree of care lavished on no other cars in the world in the same measure or with the same objects as lie

Although the rear wings incorporate a detachable panel this does not interfere with tyre inflation and is readily removable upon freeing a single accessible bolt, of which the recessed head is seen. The panel in the left wing covering the fuel filler is lockable by a single key which also locks the electrical master switch, the luggage compartment, and a cubby hole, as well as a tool tray in the front compartment. A press button beneath the tank filler releases the panel which encloses the cap.

behind the way Rolls-Royce make cars. It is no glib remark that the makers, by their unique and rigid standards, build an indefinable something into the "feel" of their cars which puts them apart from all others in the way they handle and run.

Next in appreciation comes the realization that although the Bentley is a fairly large car it is very easy to drive, and that because of the excellent driving vision and good steering lock, and the lightness and precision of the movement of the controls, both major and minor, it is more readily handled than most cars, even those of smaller overall size.

On almost any main road 50 miles can be put into an hour, if there is any occasion to hurry, or for the sheer pleasure of driving it fast, whilst obviously on roads such as are offered by the United States or France the hourly mileage could be a great deal higher. There is no speed which seems the natural rate, and up to a maximum approaching 90 m.p.h. the engine is supremely smooth and working well within its margins on a quite high top gear ratio of less than 3¾ to 1.

Passengers are often surprised, as sometimes is the driver himself, to see the speedometer needle around the 90 mark, so little sensation of speed is given. The driver slows after a fast spell, glances at the speedometer, and finds that he is still doing about 50 m.p.h. when he had guessed 35. Wind noise is more noticeable than any mechanical sound.

Top gear provides flexibility down to 6 m.p.h. and the ability to climb a hill of 1 in 9 maximum gradient, complicated by bends. Third gear, which is higher in ratio than some top gears, takes the car effortlessly in its stride over a 1 in 6½ hill and covers most city traffic situations. A smooth start from rest can be made on second gear on the level, although to use first gear must be kinder to the clutch even on this car. No pinking occurs even on current British Pool petrol.

At speed the car feels completely safe and it is highly stable laterally. Suspension damping can be regulated by a control lever at the centre of the steering wheel, which sets the rear hydraulic spring dampers to maximum effect by varying the loading on their valves through the pressure maintained by a small pump operated from the gear box. Some road wheel movement is apparent over surfaces short of perfect, but the riding is extremely comfortable right through the speed range, almost irrespective of surface. A passenger can travel with his head resting against the high back rest of the rear seat and not be jarred, which is always a searching test of riding qualities.

The steering needs very little concentration and there is decisive but unaggressive castor action. The ratio is moderate and undue wheel movement is not called for on a sharp turn, whilst there is that all-important ability to make a quick swerve safely at speed in an emergency. Slight movement is transmitted at times to the steering wheel from the road wheels, and for fast driving the steering feels more definite with the riding control at the "hard" position. It is possible that some drivers would prefer a steering wheel of slightly smaller diameter and to dispense with the elbow rest on the right-hand door.

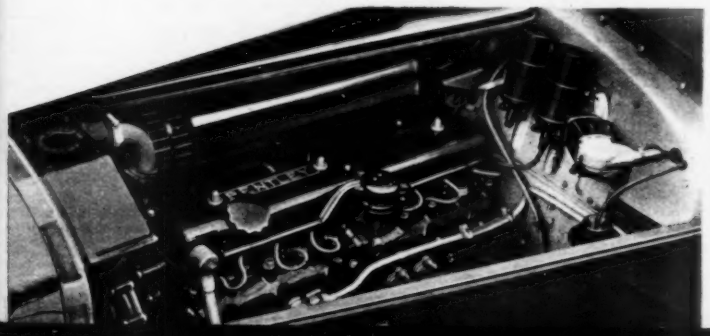
There is no question that the Rolls-Royce disc servo, driven from the gear box, in conjunction with hydraulic operation of the front brakes and mechanical operation of the rear brakes by rods, gives the finest braking system yet seen. In spite of the interposition of the servo between the pedal linkage and the brake shoes, the driver has sensitive control over the actuation.

Brakes Without a Peer

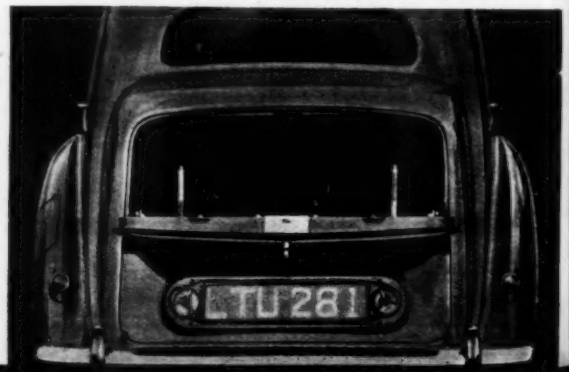
Prodigies of deceleration are achieved from the highest speeds and no sign of brake fading was experienced in repeated applications from speed; nor was adjustment necessary after some hundreds of miles of fast driving. The braking behaviour from high speed on wet surfaces without wheels locking further increased the vast respect formed for the brake system, which is as much a factor of this car's point-to-point performance as the opposite quality of acceleration. A driver unaccustomed to this mechanical servo system soon learns to apply a very much lighter pedal pressure than is needed with non-servo-assisted brakes. An exploratory stab on the pedal emphasizes the tremendous potential braking power that is veiled by the normally silky action.

The gear change, by a right-hand lever rising from the floor, and operating in a gate, is a feature which matches with the general atmosphere of smoothness and quality. The lever is in exactly the right position, yet does not get in the way of the right-hand door. Third gear cannot be detected by ear from top and the synchromesh is perfect, applying to second, third and top, and therefore all upward changes. There is a positive stop, overcome by depressing the gear lever knob, against unintentional engagement of

The smallest details of the wonderfully neat and compact engine, and the engine compartment as a whole, are beautifully finished. Sparking plugs and ignition distributor are ideally accessible. Near the front of the inlet valve gear cover is the oil filler cap, and attached to the bulkhead is a spare ignition coil. The air cleaner is nearly as long as the engine, and above it is the air connection to the interior heater system.



A good deal of depth in the luggage compartment is sacrificed to the compartment beneath, containing the spare wheel and wheel-changing tools. The lid can be firmly secured in this position as a platform for carrying trunks, the plated strips seen here being then hinged up as stops.



reverse. Even when the control is designed and made to Bentley standards one feels that the pull-and-push form of hand-brake control, under the facia, is not as convenient as the old-style lever, but it is out of the way of the driver's door and the release trigger is designed to prevent any possibility of the brake coming off unintentionally; the lever has to be pulled slightly "on" to release the catch.

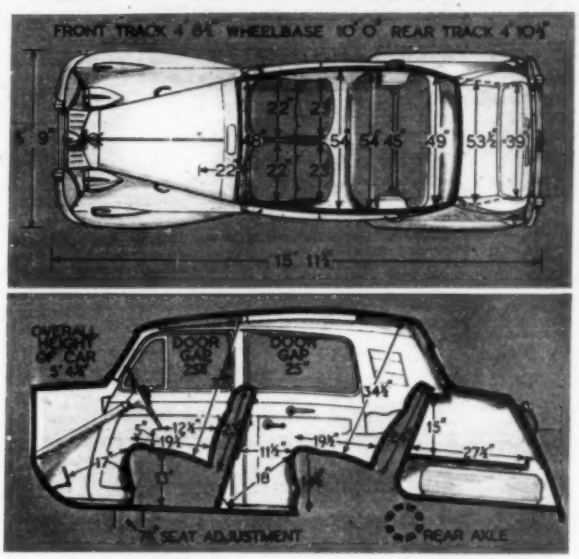
Good support is given by the separate driving seat and the driver is placed fairly high, with the now unusual vision of the left wing, wherein is preserved a feature that makes a material contribution to confidence and safety. Nor is the bonnet obtrusive, and the windscreen pillars are not thick. Everywhere inside the car is evidence of thought expended on the owner's behalf. As might be expected, an engine water thermometer is among the instruments, the lighting of which at night, in two groups, is not too bright yet shows every figure clearly. The clock is mounted separately and is not illuminated. Warning of a low fuel level is given by a flashing green light, which glows steadily at a still lower tank level.

Chassis lubrication can be effected when the car is in motion by depression of a pedal beneath the facia in front of the driver. Few points remain outside the scope of this system for manual attention; it takes in the steering pivots and the clutch withdrawal thrust bearing.

The standard four-door steel saloon built by the chassis makers retains good features which tend to disappear under the pressure of current economics, notably a large sliding roof and a rear window blind, which is of translucent material that allows following lights to be seen through it at night but eliminates glare. The switchbox incorporating a master switch, lockable by a Yale key in two positions for either day or night parking, is one of the many unique features. In one position it cuts out all electrical circuits except the roof lamp, which is automatically switched on by opening any door. Both radio and an interior heater are standard fittings. The heater radiator is centrally placed beneath the front seats and is effective for the back as well as the front seat occupants; windscreen demisting is by a separate installation, again most effective.

The head lamp beam is fully adequate to the performance. Starting and driving away from cold is a process so sure and refined as to cause pleasure to be taken in a usually mundane routine. Mixture enriching for the two S.U. carburettors is controlled by a lever moving silently over a quadrant on the steering wheel; the hand throttle, of similar type, is opened about half-way. The starter motor engages more quietly and smoothly than is usual, through a planetary reduction gear, and instantly the engine is ready to move off, its quiet, confident self from the first moment of firing.

One of the extremely well executed details is a tray of small tools carried beneath the facia board. The finish and obvious quality of these are typical of the whole car. Radio is a standard fitting and the controls of the Radiomobile set are finished to blend with the hardwood of the facia.



Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

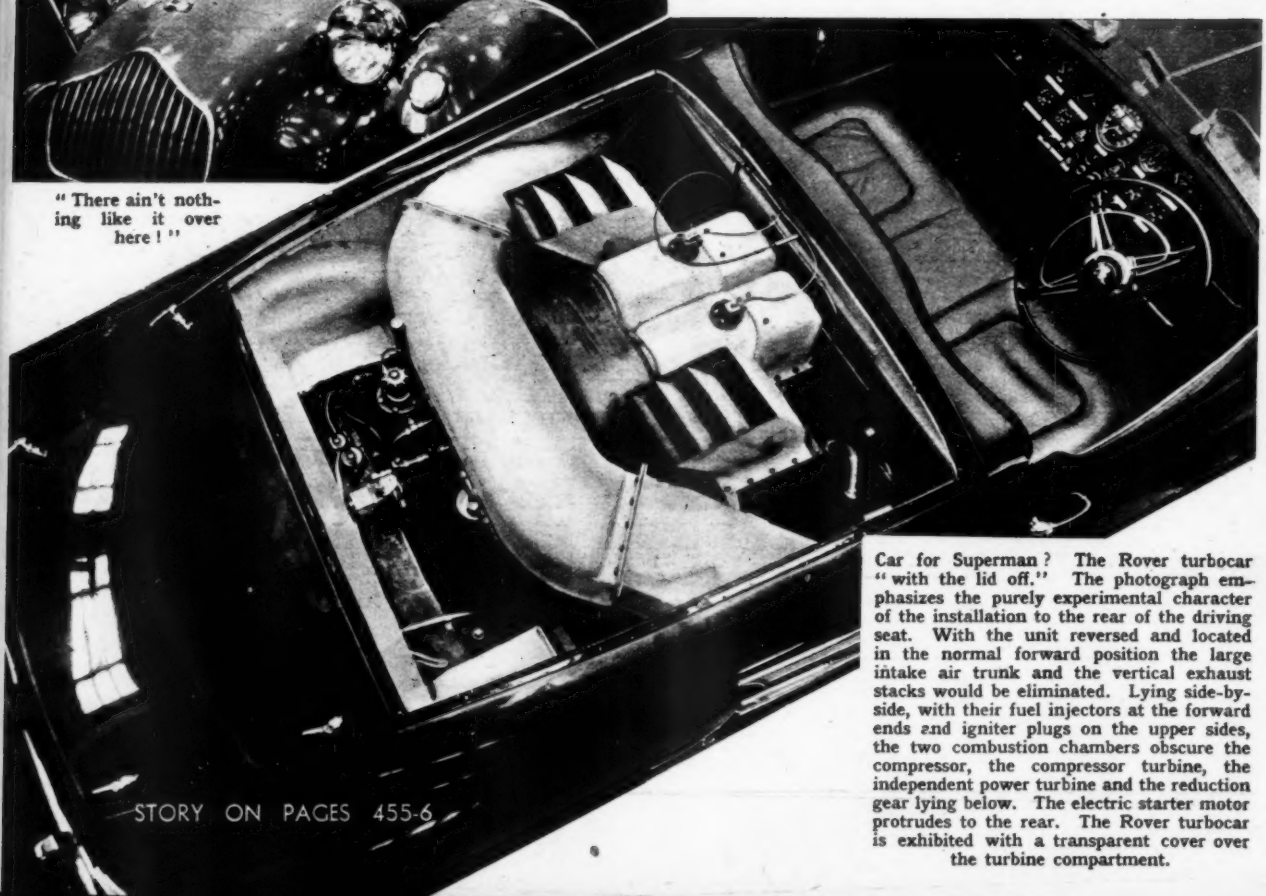
The comfort of the deeply upholstered seats is suggested by these interior views. There are elbow rests at front and rear, and a folding central armrest in the rear seat. Folding picnic tables and foot rests are incorporated in the back of the separate front seats, and the rear compartment floor is flat.

U.S.A. APPLAUDS BRITISH SHOW

Mr. and Mrs. John Q. Citizen take a good long peek at the cars from Austin of England. The decorations of the Grand Central Palace stressed tradition.

Americans Queue to See Automobiles from Britain

"There ain't nothing like it over here!"



Car for Superman? The Rover turbocar "with the lid off." The photograph emphasizes the purely experimental character of the installation to the rear of the driving seat. With the unit reversed and located in the normal forward position the large intake air trunk and the vertical exhaust stacks would be eliminated. Lying side-by-side, with their fuel injectors at the forward ends and igniter plugs on the upper sides, the two combustion chambers obscure the compressor, the compressor turbine, the independent power turbine and the reduction gear lying below. The electric starter motor protrudes to the rear. The Rover turbocar is exhibited with a transparent cover over the turbine compartment.

STORY ON PAGES 455-6

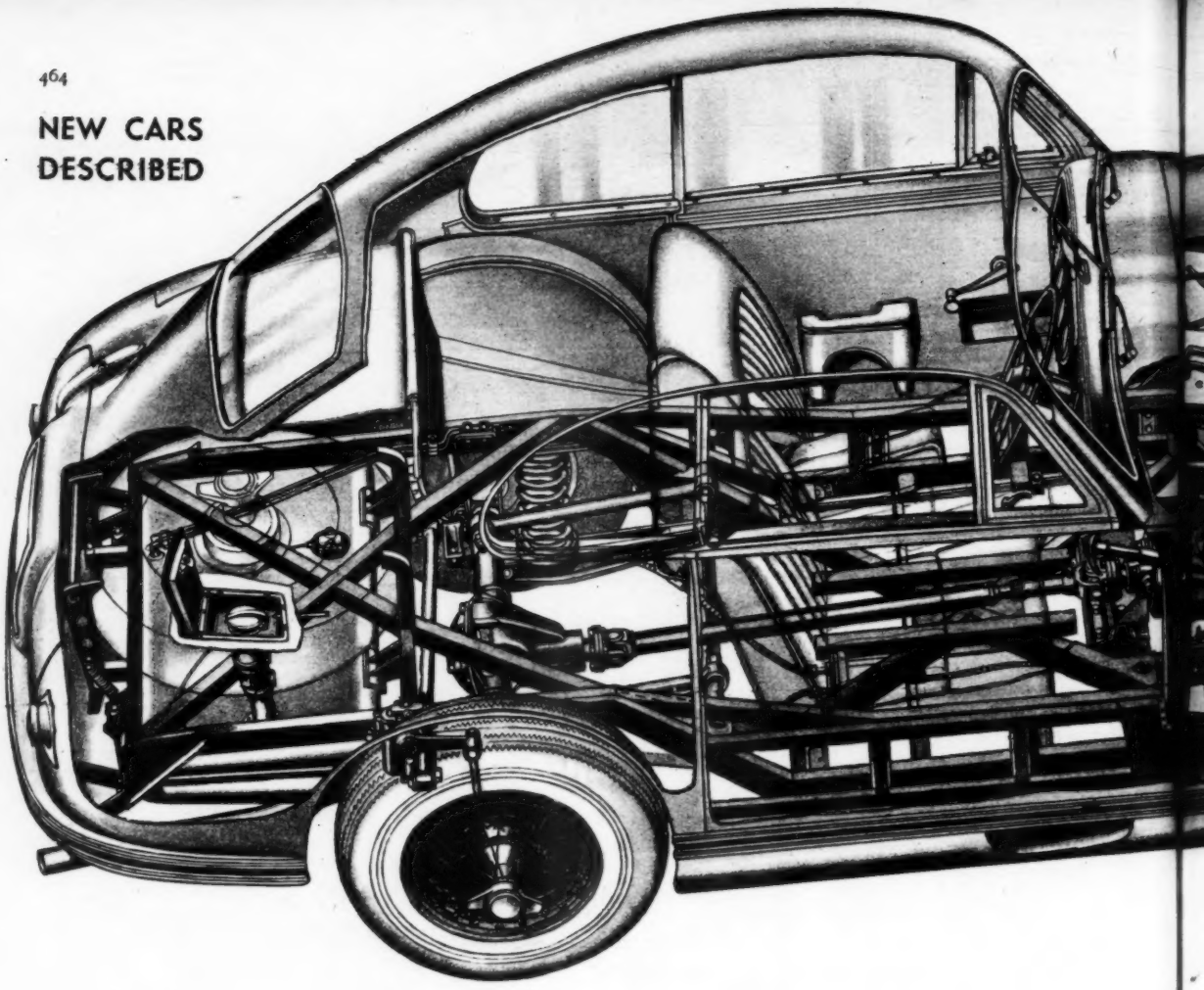
No stranger to the U.S.A. Interested crowds watch John Cobb's Railton off-loaded at the Grand Central Palace.

Ford's exhibits form a neat circle round the exhibition "roll-over" Anglia chassis.

Fascination exercised by the Le Mans Replica Frazer-Nash.

Centrepiece of the Jaguar display was, of course, the magic XK120.
Below. Appreciation for Britain's finest—Bentley, Rolls-Royce and (in background) Rover.

Critical appraisal of a débutante—the Jowett Javelin Jupiter.



Aston Martin High-speed C

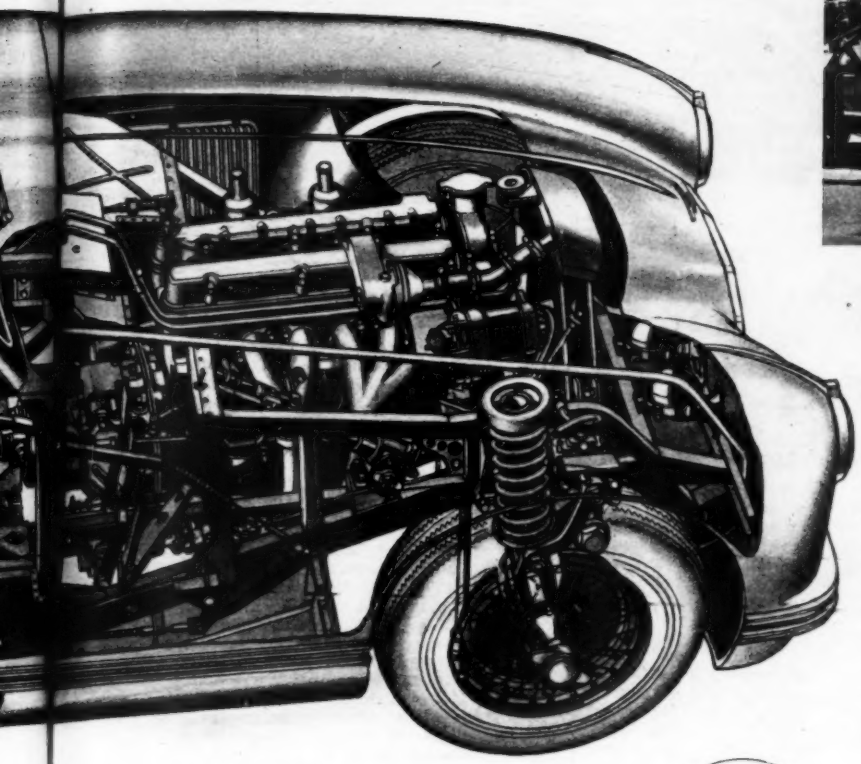
THE DB2, A TOURING CAR EVOLVED FROM RACING DESIGNS : SHORT CHASSIS AND SIX-CY

SINCE control of Aston Martin, Ltd. passed into the hands of the David Brown Group, it has been clear that the policy was to continue the participation in long-distance racing which has made the name famous wherever fast cars are discussed. The fruits of the company's post-war competition experience are now to be seen in a new model, the DB2, which is a 100 m.p.h. touring car of really individual design. It is designated a sports saloon, but is really a streamlined two-three-seater coupé with space for a considerable amount of luggage. With an engine of 2½ litres giving 105 b.h.p., a low frontal area and aerodynamic coachwork of proved efficiency, the car will appeal to the connoisseur who likes long-distance high speed driving, or to the business man who must cut travelling time to the minimum, and it will still be suitable for competition use when required.

In general outline the DB2 is similar to the cars which raced at Le Mans and Spa in 1949, but the body is wider and there is more headroom. The main frame members are set wide apart, so that the passengers can be carried as low as possible within the side members. Primarily the car is intended for export to countries which have properly surfaced road systems, but this does not imply a lack of reasonable ground clearance, for at 6½ inches the clearance is in line with current practice on ordinary passenger cars of more restricted performance.

The chassis employs the same principles as on other Aston Martin models, and has coil spring suspension all round, with independent suspension of the front wheels by trailing links, but the wheelbase is reduced by nine inches. The body is a very light structure, mainly formed from aluminium panels on a steel tube framework, and is insulated from the chassis by Silentbloc mountings. The intention is to provide really generous space for two and a large amount of luggage, but the front seat, which is of the split-bench type, has a width of 50 inches so that three people can be accommodated for short distances. An occasional seat can be fitted at the rear to accommodate a fourth passenger if needed.

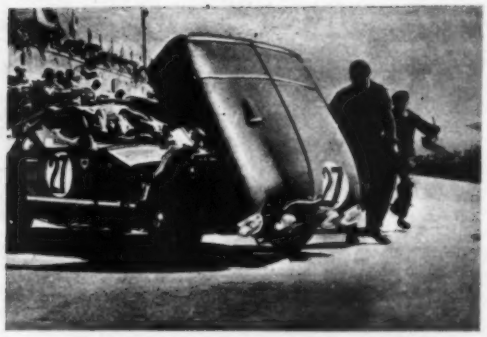
The use of a 2½-litre six-cylinder engine reflects a policy of rationalization by the David Brown Group, which controls both Aston Martin and Lagonda, for this is the same power unit as is now employed in Lagonda cars. It is a high-efficiency unit of first class design, with twin overhead camshafts operating inclined valves. With a bore of 78 mm and stroke of 90 mm it has been possible



R. E. POULTON

Autocar COPYRIGHT

Power for the DB2 Aston Martin is provided by a 2½-litre six-cylinder engine driving through a four-speed gear box and hypoid bevel axle. Front suspension is by trailing arms and coil springs. At the rear, a rigid axle is used with coil springs, radius arms and a transverse Panhard rod.



Getting at the works: The new coupé shares this tip-up arrangement with the cars raced at Le Mans last year.

SPECIFICATION

Engine.—Six-cylinder, 78×90 mm, 2,580 c.c. Cast iron block with wet liners, o.h.v. inclined at 30 deg operated by twin overhead camshafts, chain driven. Four-bearing crankshaft. Compression ratio 6.5 to 1. 105 b.h.p. at 5,000 r.p.m. Maximum torque 125 lb ft at 3,000 r.p.m.

Transmission.—Single-plate clutch and four speed gear box. Synchromesh on second, third and top. Steering column or central change. Open propeller-shaft and hypoid bevel final drive. Overall gear ratios: 3.77, 5.02, 7.84 and 11.03 to 1. Alternative close ratios: 3.77, 4.75, 7.05 and 11.03 to 1. Reverse: 11.03 to 1.

Suspension.—Independent front by coil springs and trailing arms incorporating anti-roll bar. Rear suspension by coil springs and radius arms with rigid axle casing. Double-acting hydraulic dampers all round.

Steering.—Adamant worm and roller.

Wheels and tyres.—Dunlop centre lock wire wheels with 5.75 or 6.00×16in tyres.

Brakes.—Girling hydraulic with 12in drums. Pull-out hand brake acting on rear wheels.

Electrical Equipment.—12-volt coil ignition. 63 ampère-hour battery. Positive earth.

Structure.—Steel chassis frame built up from square section tubes. Body panelled in aluminium on steel frame.

Dimensions.—Wheelbase 8ft 3in. Track 4ft 6in. Overall length 13ft 6½in. Width 5ft 5in. Height 4ft 5½in. Ground clearance 6½in. Tank capacity 19 Imperial gallons. Maximum dry weight 2,464lb.

Price.—£1,498, plus British purchase tax £833 14s 6d. Total £2,331 14s 6d. Chassis only, £850.

d Coupé

SIX-CYLINDER TWIN O.H.C. ENGINE

to use a compact and robust counter-balanced crankshaft having a substantial overlap between the main bearings and crankpins so that the engine runs with extraordinary smoothness up to over 5,000 r.p.m. and is able to develop 105 b.h.p. on the modest compression ratio of 6.5 to 1.

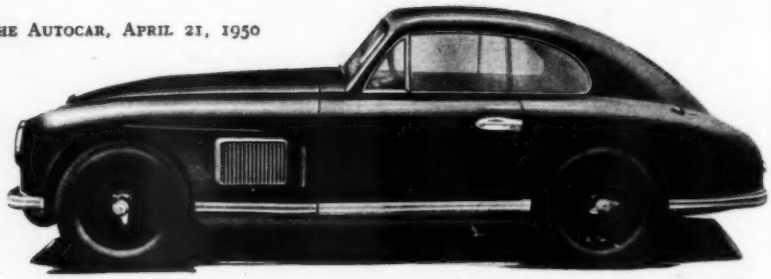
The cylinder head carries valves inclined at an included angle of 30 degrees. They are operated by two chain-driven camshafts through thimbles enclosing the valve springs, so that there are no tappets to require adjustment. Sparking plugs of 10 mm diameter are used to provide minimum obstruction in the water passages, and the valve guides are in direct contact with the coolant.

The crankshaft is carried in four main bearings of white metal on detachable steel shells and the big-ends are of Hoyt 11Z3 metal carried directly on the rods.

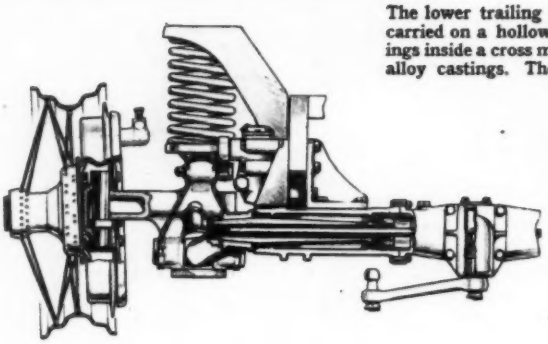
Twin S.U. carburettors provide the mixture, with an auxiliary starting carburettor, electrically controlled from the facia. Two S.U. electric pumps are fitted

A clean front end with no breaks to mar the line of the panelling enhances the appearance of the DB2 Aston Martin coupé. Intakes alongside the radiator grille supply cooling air for the brakes.

THE ASTON MARTIN DB2 . . . continued



The side view emphasizes the low, sleek lines of Britain's latest addition to the ranks of 100 m.p.h. touring cars, and at the rear there is a particularly happy blending of roof and wing panels.



The lower trailing arm of the suspension is carried on a hollow shaft supported in bearings inside a cross member built up from light alloy castings. The arms are joined by an anti-roll torsion bar passing right through the cross member. Supporting brackets and abutment bracket for the coil spring are all cast in light alloy. The cross member is filled with oil to lubricate suspension and steering pivots.

in the fuel system, one as a spare, and a reserve fuel supply is provided by means of an electric solenoid-operated cock on the fuel tank. Total fuel capacity is 19 gallons and as a fuel consumption in the region of 24 m.p.g. is said to be obtainable a very long range is implied.

For owners who are seriously interested in competition work a racing version of the engine will eventually be made available. Compression ratio will probably be raised to about 8 to 1 and with modifications to induction and exhaust systems it should be possible to obtain 120 b.h.p. or more, sufficient to give a road speed of 117-120 m.p.h.

One of the advantages of the specialist type of car which appeals to the enthusiastic owner is the adaptability of the specification to personal requirements, and this is particularly true of the Aston Martin transmission, which offers a choice of two sets of gear ratios, controlled by a steering column lever or a central lever as required. The gear boxes, of David Brown manufacture, have light alloy casings and employ baulk ring synchromesh for second, third and top.

Brakes are Girling, hydraulically operated with 12-inch diameter drums and have a friction lining area of 152 square inches. Cooling of the front brakes is assisted by special air vents, fed from grilles on each side of the radiator air intake. An Adamant worm and roller steering box is used in conjunction with a three-piece linkage. As on the other Aston Martin models, the central pivot is carried in a built-up light alloy cross member which also houses the bearings supporting the lower arms of the trailing link suspension and the transverse anti-roll torsion bar. The whole of this hollow cross member is filled with oil, so that the steering and suspension bearings are continuously lubricated. There are large steering king pins carried right inside the front brake drums, making an important contribution to light and precise steering.

Inspection of the coachwork reveals many details which reflect the practical experience of the manufacturers in high speed long distance motoring. The whole front end, consisting of bonnet, wings, radiator grille, bumper strip and head lamps, is made as one unit and panelled in aluminium. It pivots on hinges at the front of the chassis and can be swung forward away from the scuttle, giving unrestricted access to engine, radiator, front suspension, brakes, battery and tools. The bonnet lock is controlled by a robust handle running across under the facia and accessible from either side of the car. It is loaded by strong springs but should anyone fail to secure it correctly there is, of course, no tendency for the bonnet to open itself at speed.

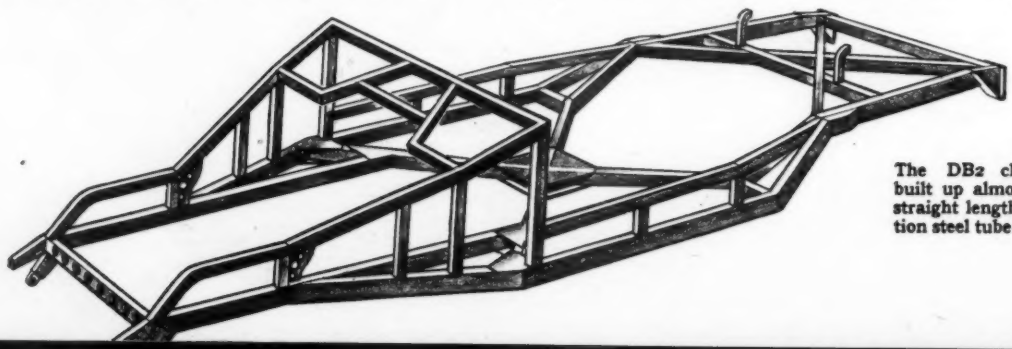
Doors are hinged on their forward edges and have flush external handles surrounded by plated escutcheons of streamline shape. There are two petrol fillers, one on each side of the car, hidden under spring-loaded trap doors which can be released by controls inside the car. When the doors are locked, the bonnet and petrol fillers are therefore secure from interference. The luggage space in the tail of the car is reached by tilting forward the back rests of the front seats and a separate compartment for the spare wheel is revealed by opening up a panel in the tail.

The wheel is retained in place in the locker by two stout arms operated by over-centre springs. Rubbing strips consisting of a polished beading are built in to the panelling at bumper height right round the car. The strip at the rear is supported from behind by steel brackets built on to the chassis frame, to which are attached spring leaves insulated from the external panelling by rubber.

The main body frame consists of a deep steel sill welded to steel wheel housings, with a steel tubular structure to support the windscreen pillars and roof panels. Rigid support in the region of the screen is provided by the very substantial scuttle structure incorporated in the chassis frame. The aluminium panelling is of 16-gauge throughout and the main members of the chassis frame are steel square section tubes of 13-gauge.

The facia provides the comprehensive information desired by keen owners and includes speedometer with mileage and trip recorders, rev counter, clock, petrol and oil level gauges, oil pressure gauge, coolant thermometer and ammeter.

As with most good things at present made in Britain, the DB2 is destined mainly for export, but a limited number will be made available to the home market at a price of £1,498 plus purchase tax. The chassis alone will cost £850.



The DB2 chassis frame is built up almost entirely from straight lengths of square section steel tube welded together.

Inspection Invited!

You get the feeling that the Austin is a well-built car as soon as you set eyes on it. But don't just take it at face value. Satisfy yourself that the coachwork is as strong as it looks . . . test the solidity of the panels and wings . . . *feel* the finish inside and out . . . try the upholstery and controls for yourself. Just as you thought — it's a really sound job of work. An Austin is one car you can still bank on to *last*.

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1947/8 **RILEY** 1½-litre Saloon, 11,000 miles	£1,075
1937 **ROLLS-ROYCE** 25/30 h.p. Saloon by H. J. Mulliner, 41,000 miles	£1,975
1935 **ROLLS-ROYCE** 20/25 h.p. Limousine by Barker, 11,000 miles	£1,395
1938 **ROLLS-ROYCE** Phantom III Sports Saloon by Thrupp and Maberly	£1,795
1947 **ROVER** 16 Sports Saloon, 10,000 miles	£1,175
1948 **STANDARD** 12 Coupe, 7,000 miles	£825
1948 **SUNBEAM TALBOT** Tourer, 4,000 miles	£875
1948/9 **SUNBEAM TALBOT** 90 Sports Saloon, 5,000 miles	£1,285
1948 **TRIUMPH** '1800' Town and Country Saloon, 6,000 miles	£1,125
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1948 **VAUXHALL** "Velox," 5,000 miles	£895

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1,000 MILES . . .

. . 50 Years Ago

THIS YEAR IS THE JUBILEE OF THE 1900 CLASSIC, THE THOUSAND MILES TRIAL

By

S. C. H. DAVIS

THE START: Hyde Park, April 23, 1900.

FIFTY years ago this April the Automobile Club of Great Britain and Ireland, now the Royal Automobile Club, ran the Thousand Miles Trial. Of all the landmarks, milestones—call them what you will—which metaphorically mark the progress of the British motor industry, that trial in 1900 is the most important historically.

There had been trials before, each in its way important. Motoring within the law had started 'way back in 1896 when a number of perfervid enthusiasts drove, for the first time, a number of odd and primitive motor vehicles from the Metropole Hotel, in London, to the equally well known Metropole Hotel in Brighton. But the public viewed these trials and the original Brighton run as mere symptoms of the general madness of the enthusiast with a mechanical mind, but with no sense of tradition, manners, or practical travel.

But when, as the Boer war showed signs of coming to an end, the 1900 trial took place, at last it was apparent that these new-fangled "autocars" were able to do things no other vehicle could hope to accomplish; they were, in fact, the transport of the future. When once that great fact had been realized (it had been realized long before in France) the prospects of an industry were apparent, and what had previously been the efforts of pioneers, lacking commercial instinct, became, overnight, a sound proposition with an obvious future.

Experts Take Over

Engineers—real engineers as distinct from enthusiasts who had learned about motor vehicles the hard way—took a hand in the matter and though there were many difficulties to solve before the future was assured, nevertheless that future was predictable. Furthermore, the gas engine power unit with its precarious belt final drive, fitted in the "horseless carriage," made its final run and the "car," designed as a motor vehicle without regard to past transport, made its appearance and began to prove its worth.

The trial started with a reconnaissance by Claude Johnson, of the A.C.G.B. and I., which produced a route book with rules that were an all-time example of how such things should be done. The route itself was prepared by the enthusiasts of *The Autocar* and illustrated with those oddly scaled contour plans that make mountains out of molehills.

There were classes emblematic of the age—had it not emerged from the Naughty 'Nineties by a matter of four months? One class was for "gentlemen who owned and drove their own cars," the second for the "trade," and a third for those who wanted to test accessories. Only the "gentlemen" were named in full, and there was a slight crisis because a lady, Mrs. Bazalgette, entered, for there were many who thought this to be most unladylike. Immense assistance came from Alfred Harmsworth, of newspaper fame, the Lord Northcliffe of the future, for his influence smoothed away many apparently insurmountable difficulties.

Prelude to Adventure

The cars gathered fussily at Hyde Park Corner, London, near St. George's Hospital, very early on the morning of April 23—cars *and* motor cycles, be it noted. Then, with the red, white or blue flags that denoted their class bravely fluttering in the wind, off each machine went, its crew in almost Polar costume. As the line of cars, the shoe-shaped Vallée prominent, went by Hyde Park they were watched by a crowd of the then fashionable cyclists and some few horsemen who had risen early to see (not without misgivings) the new road users.

Out near Reading Alfred Harmsworth gave a tremendous breakfast to all competing crews, though even by then there had been trouble, chiefly with tyres and belts, but also with dust. Then the run to Bristol was resumed. Schedule speed was 12 m.p.h. (when no police were about) 8 m.p.h. through towns or villages and 6 m.p.h. through Maidenhead and up Castle Hill, from which town at least one car was pushed. As soon as it was noted that each milestone served as a seat for a policeman the speed was reduced; when this phenomenon ceased, it rose.

At Bristol there was a peck of trouble, rain having made the streets slippery so that the high-built machines did odd things that their alarmed drivers had to deal with by instinct. One machine turned 180 degrees, which was considered very dangerous. At the Bristol control timekeepers

1,000 MILES . . . . . 50 Years Ago

Harry Swindley of *The Autocar* and F. T. Bidlake, who was to become well known through M.C.C. trials, checked in each competitor officially. Thereafter there was a minor exhibition for those who wanted to see the new machines.

So it went on. Bristol to Birmingham, Birmingham to Manchester, then to Kendal, Carlisle and Edinburgh. The return trip was by way of Newcastle, Leeds, Sheffield, Nottingham, until Princes Skating Club in Knightsbridge, London, received the proud survivors. Wherever possible an exhibition was arranged, and was crowded to capacity forthwith. There were civic ceremonies; much was done to publicize motoring, and everybody was on his best behaviour.

Special Tests

For tests there were Taddington hill, near Bakewell, Derbyshire, highest speed on which was 18.9 m.p.h., slowest 4.56 m.p.h., the long climb from Mint Bridge up Shap, Dunmail Rise (Lake District) of 1 in 10, on which the Hon. C. S. Rolls' Panhard did 17.06 m.p.h., and Birkhill, near Moffat. Then came real speed trials on the Welbeck estate in Nottinghamshire, which afterwards was to see the Gordon Bennett racing cars. Again Rolls scored with 42.55 m.p.h., and an Ariel motor cycle, with a Whippett trailer, reached 31.80 m.p.h., the notes stating "both riders pedalling."

All this was not done without incident or adventure. Roads were not tarred, so that dust billowed in clouds astern of each car, making women passengers disappear into an inverted cone of hat plus veil which concealed head and face, to the astonishment of all beholders. Further, horses had shoes, and the shoes had nails, many of which were left on the road to puncture the very small and almost smooth tread area of the tyres of the period. Punctures, therefore, were rife. And the process of levering the cover off, extracting the tube, patching and then replacing, had its own troubles to inexperienced crews. A tube was often nipped again and again, while security bolts which had to be wangled into position were the very devil.

Also, the horse of the period objected strongly to machines, with the result that many cars were damaged when taking avoiding action from wildly prancing quadrupeds, whose owners were often surly as a result.

One of the Lanchesters was hand propelled a considerable distance by its crew of the same name; no less a person than S. F. Edge missed a gear on a hill, whereupon his Napier ran away backwards to be stopped by sheer luck *after* the crew had baled out. Much the same thing happened to Lord's Peugeot, and for the same reason. Lest it be thought too easy, remember that the gear lever worked on a straight-through quadrant, not in a gate.

In avoiding horses Edmunds rammed a wall, doing his Daimler no good at all. Another well-known driver, Hargreaves, let his car run away backwards to stop on a wall that did not budge, though the stern of the car did.

THE FINISH: Whitehall, May 12, 1900.

E. M. Iliffe—now Lord Iliffe—had a peck of trouble with the Century tandem's pump, and then lost twelve spokes from one wheel in a collision entirely caused by a frantic horse. Montague Grahame-White's second driver put the Daimler in a ditch and the steering out of action, as a result of which Grahame-White got to the next control by standing on the chassis and moving the steering arm with one foot. He wore out a shoe.

It had been surmized by the know-alls that the Stanley steamer's boiler would collapse. It did not, but the burners went out with monotonous regularity, whereupon thick paraffin smoke obscured the car.

One driver had a fit, yet his alarmed passenger managed to steer the car to a stop. Passengers were not necessarily drivers, by the way, and might be just chance persons having their first ride. But Miss Butler earned her passage in her father's car, while St. John C. Nixon was mechanic to Edge, and sat on the floorboards the whole way, racing fashion. As to those cars with belt drive, life was one long series of belt shortening or replacement all the way, while just to show the advantages of low speed gas engines, one broke a connecting-rod bolt yet was repaired in half an hour. A good deal of the trouble, of course, was because drivers were learning the job unaided; there were no service stations or garages with today's knowledgeable mechanics.

Strange to say, the majority of the cars ran well, the Panhards, all the Daimlers (British Daimlers, that is), the De Dions, the Mors, in fact most of the cars of the latest type, and there was a Benz Ideal that seemed trouble free; one of the Wolseleys was bothered only by tyre trouble.

Not So Well

On the other hand the Vallée that the uninitiated thought so magnificent, was early in dire trouble, and things happened to the Simms "motor wheel" that were almost unbelievable. It progressed as often stern first as the right way round.

Of course spectators laughed, particularly at a De Dion which was coaxed up a hill in short rushes by racing the engine and then banging in a gear; but mostly they were deeply interested and extraordinarily inquisitive.

So passed the great run, to the complete satisfaction of all but the dyed-in-the-wool horse folk, and in due course there came a magnificent series of judges' reports, data and results.

Rolls' Panhard earned a gold medal, a number were given silver medals, including Mrs. Bazalgette, T. B. Browne, who drove a Panhard, Lord Kenilworth with a Daimler, J. A. Holder, E. M. Iliffe, Alfred Harmsworth (whose car was driven by Captain Langrishe), Frank Butler (remembered as a balloon enthusiast), and all the private entrants who really did well. In the trade section, Daimler made their name with what amounted to a team, and Wolseley won their class with a distinction that was worth much to the sales manager. For months afterwards *The Autocar* and any other journal interested was full of chatter about that trial.

Now, on April 25, the R.A.C. will celebrate the jubilee with a luncheon at the club, to which are invited the survivors of that famous run together with others connected with its management and control.

It has not been easy to trace the competitors of those great days, especially because so few names were in the programme or in accounts of the run, but it would seem that twenty or so are available including Lord Iliffe, Lord Kenilworth, George and Frank Lanchester, Archie Millership, St. John Nixon, Grahame-White, Hubert Egerton, J. A. Holder, T. B. Browne, Miss Butler (now Mrs. Iltid Nicols), O. Meyer, Shrapnell Smith, Percy Richardson, Nevil Copland and S. R. Roget.

Yes, it was a real milestone of progress; therefore all honour to those who drove, whether or not they realized how great was the occasion.

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With an eye to the future

F.A. Cup Final - April 29th.

CLEVELAND PETROLS LATER

The first lap of the open challenge race final: Ken Carter (Cooper) leads from Alf Bottoms' J.B.S. and the Coopers of Whitehouse and John Cooper.

INITIAL SUCCESS: 500s Provide Fine Spectacle in Brands Hatch Début

FORTUNATELY for Joe Francis, the enterprising promoter of the Brands Hatch Stadium, and for the 500 Club, their inaugural 500 c.c. car race meeting at that venue last Sunday was blessed with a fine day. When the competitors appeared for practice on the Saturday they were greeted with pouring rain, but on the day itself all was well and a crowd estimated at 7,000 strong watched some excellent close racing.

Not one accident marred the day's sport; one competitor spun round, and one or two ran temporarily out of road, but there were no serious incidents at all. On the other hand, there was mechanical trouble in abundance.

The first race, a ten-lap event for amateur-built cars, attracted seven starters—and of these only two finished the course, victory going easily to Don Parker with his Parker Special. Next came an open challenge race, run in three heats of seven laps each, and a ten-lap final; the first heat was won by John Cooper, with Alan Brown (Cooper) just staving off Don Parker for second place, after the latter had lost time at the start by stalling his engine. In the second heat, after Paul Emery's new f.w.d. Emeryson dropped back, Ken Carter just scraped his Cooper-J.A.P. past W. J. Whitehouse (Cooper-Norton) before the finishing line—a terrific finish—with Stan Coldham (Cooper-J.A.P.) a good third. The third heat was won easily by Alf Bottoms' J.B.S. from the Coopers of W. J. Sykes and M. A. H. Christie; unfortunately Stirling Moss, driving a Cooper borrowed from John Cooper, retired with a piston gone after working right through the field from the back row. The final again went to Carter, with Whitehouse just defeating Cooper for second place.

The third race—for production cars—was likewise run in three heats and a final, ten and twenty laps in length, respectively. The first heat, won in a canter by Eric Brandon in his Cooper-J.A.P., was decimated by non-starters, the only other finisher being Gil Baird's Marwyn; in the second, won by Alan Brown, Spike Rhiando in the new Trimax duelled fiercely for second place with Eric Winterbottom's Cooper-H.R.D.—but finally the Trimax fell out and Christie came up into second place. The third heat and the final were both won by Whitehouse, whose Cooper was fitted with a twin o.h.c. Norton engine tuned by motor cycle wizard Steve Lancefield; second in the heat was Ken Carter, and in the final Stan Coldham, while John Cooper was third in both.

Finally came the big race of the day; a ten-lap event over thirty laps, open to the ten fastest cars from the previous races. From the start it was run at a terrific pace, and it was obvious that many cars would not stay the course; John Cooper broke a con-rod, Alf Bottoms split the fuel tank of the J.B.S., the Emeryson fractured a fuel pipe, and so on. But out in front Brandon and Whitehouse were hard at it, until the former decided that the J.A.P. would not stand any more of that and eased off slightly. So Whitehouse romped home again, unchallenged hero of the day; second came Brandon, then Alan Brown, while Don Parker brought the Parker into fourth place behind the three victorious Coopers. This, the longest race of the day, was also the fastest—in fact, the race averages mounted steadily throughout.

There is no question that for spectators Brands Hatch is the answer, as the cars are visible most of the way round the one-mile lap, and interest is sustained by a succession of relatively short races between evenly matched cars. The next meeting is on June 25, and on August 7 there will be an international meeting which should be well worth watching.

RESULTS

Length of lap: 1 mile.

Event 1: 10 laps: 1, Parker Spl (D. Parker), 10m 10s, 59.24 m.p.h.; 2, G.S.S (G. Spink). Won by 13s.

Event 2: Heat 1, 7 laps: 1, Cooper-J.A.P. (J. N. Cooper), 60.31 m.p.h.; 2, Cooper-J.A.P. (A. E. Brown); 3, Parker Spl (D. Parker). **Heat 2:** 1, Cooper-J.A.P. (K. E. Carter), 61.57 m.p.h.; 2, Cooper-Norton (W. J. Whitehouse); 3, Cooper-J.A.P. (S. A. Coldham). **Heat 3:** 1, J.B.S. (A. Bottoms), 61.95 m.p.h.; 2, Cooper-J.A.P. (W. J. Sykes); 3, Cooper-J.A.P. (M. A. H. Christie).

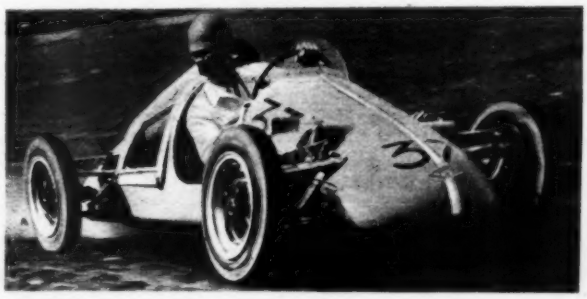
Final: 10 laps: 1, K. E. Carter, 9m 32.8s, 62.84 m.p.h.; 2, W. J. Whitehouse; 3, J. N. Cooper; 4, D. Parker. Won by 1.6s : 0.2s : 17.2s.

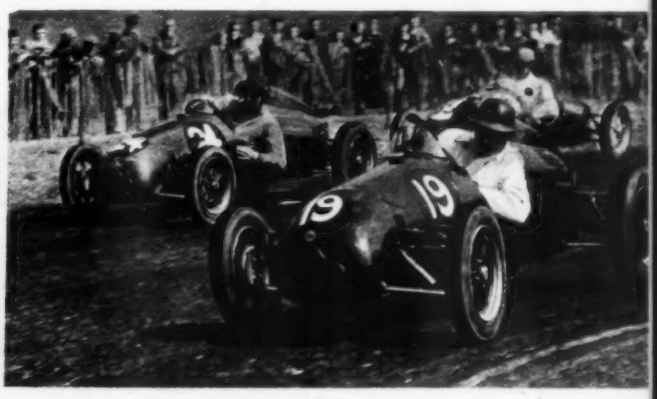
Event 3: Heat 1, 10 laps: 1, Cooper-J.A.P. (E. Brandon), 58.3 m.p.h.; 2, Marwyn (G. R. Baird). **Heat 2:** 1, Cooper-J.A.P. (A. E. Brown), 59.86 m.p.h.; 2, Cooper-J.A.P. (M. A. H. Christie); 3, Cooper-H.R.D. (E. Winterbottom). **Heat 3:** 1, Cooper-Norton (W. J. Whitehouse), 62.26 m.p.h.; 2, Cooper-J.A.P. (K. E. Carter); 3, Cooper-J.A.P. (J. N. Cooper).

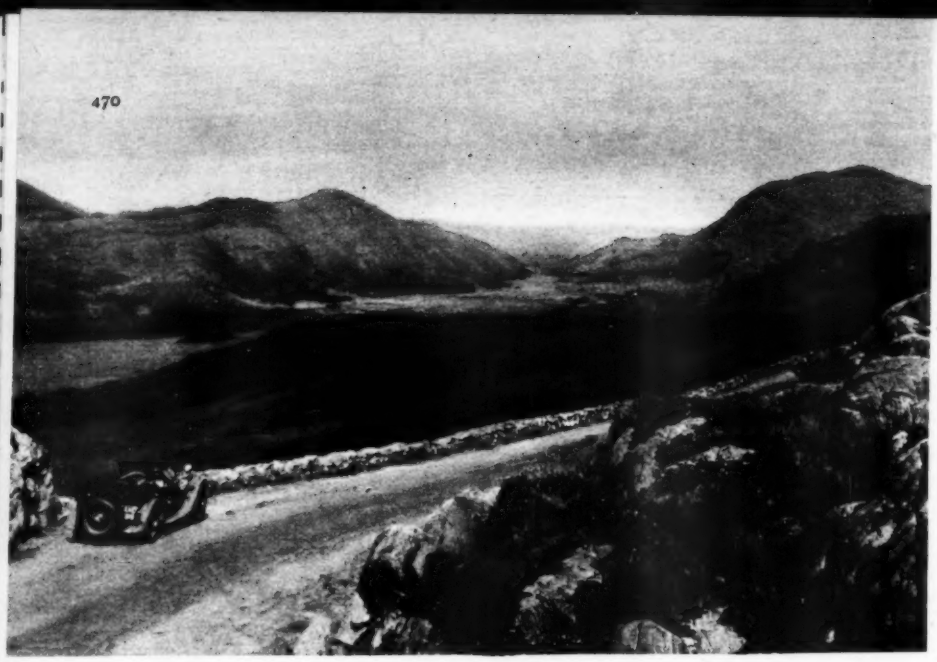
Final: 10 laps: 1, W. J. Whitehouse, 19m 0.6s, 63.30 m.p.h.; 2, S. A. Coldham; 3, J. N. Cooper; 4, A. E. Brown. Won by 3.6s : 4.6s : 14.2s.

Event 4: 30 laps: 1, Cooper-Norton (W. J. Whitehouse), 28m 16.8s, 63.66 m.p.h.; 2, Cooper-J.A.P. (E. Brandon); 3, Cooper-J.A.P. (A. E. Brown); 4, Parker Spl (D. Parker). Won by 8.8s : 14.4s : 26.6s.

Below: Ken Gregory at the wheel of the new Kieft, with rubber suspension and H.R.D. engine. Right; A covey of Coopers—Stan Coldham narrowly leads from "Big Bill" Whitehouse, while Ken Carter tries to pass.







A reader's picture of the lakes of Killarney, taken from the road from Kenmare to Killarney.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD ST., LONDON, S.E.1.

CORRESPONDENCE

ENCHANTING IRELAND

A Reader's Touring Photograph

[62635.]—I am always interested in the picture which you print above your Correspondence page. I have not yet noticed an Irish one, and enclose a print of Killarney's lakes.

The photograph was taken on the road from Kenmare to Killarney.

We toured most of Southern Eire in a Riley Lynx, which is shown, and the scenery, food and abundance of petrol made the tour a most pleasant and memorable one.

I should be greatly flattered if you consider the photograph worthy and suitable for publication.

Belfast. DIANA L. BRIEN.

[Thank you, Mrs. Brien. The photograph is indeed worthy, and occupies the place of honour this week.—ED.]

MAGIC ADDITIVES

Increase in Liveliness Sensed

[62636.]—After much discussion amongst mechanically minded but non-technical friends I want to start a hare!

My car is a well-known 1948 12 h.p. model which has covered 18,000 miles. I have always used the correct grade oil of one of the chief brands and the car has given excellent service.

Recently I was persuaded to use an additive of an oily nature (not colloidal graphite). Much of my work demands fairly long, fast runs and I have found a very definite improvement in the feel of the car since the addition was made.

My wife, who is an excellent driver and often accompanies me, knew nothing of the addition but quite soon after taking the wheel asked what I had done to the car to make it so lively.

I am not an imaginative person and have owned and driven many cars since 1911. Have any of your other readers had like results? Or am I just mildly doing a bit of wishful thinking?

Good luck to your always welcome journal.

Kingsbridge, Devon. GEOFFREY FILDES.

CARS FOR EXPORT

Chinks in the U.S.A. Armour

[62637.]—Your article, "Time to Take Stock" (February 10) was certainly able and most timely. So completely true was your statement that, "No one ever defeated a competitor by imitating his product . . . . When the balance is in favour of the originator, as it is with American cars—owing to size, for instance—imitation is less flattery than suicide." Since I have received such keen enjoyment in driving an M.G. for the last three years and now, for the last six months, a Healey, I should like to pay, in a small measure, for the pleasure I have received at the hands of the British cars by briefly stating the field that seems to me to exist for British car sales in the United States.

The first and largest number of unit sales will be made in the Austin and Hillman Minx type of small car, which is not now being made in America. These are most successful vehicles in families where they cannot afford two full-size cars, and for salesmen, doctors and others who want to make frequent stops in crowded traffic; also for the housewife who likes easy parking when she shops.

The second American market is for an inexpensive sports car, such as the M.G. This range, I should say, should definitely be under $1,900, with $1,850 a maximum.

The third group is of somewhat more expensive sports cars —the Jaguar, Healey and Riley come most readily to mind.

The fourth class, with the smallest number of units, would be the really luxurious cars—the Bentley and the Rolls-Royce, as an example. This market, of course, is strictly limited because while our tax structure is not quite as severe as yours, nevertheless the number of people who can afford a Rolls-Royce in America has vastly decreased in the last decade.

It is quite obvious in all these four classes that there is no American product in any way equivalent to what England has to offer. Nor does there seem to be any competition on the horizon in this group.

None of the four groups mentioned imitate any of the American cars. If you aim your exports at the four groups, I think that success will be yours, as it should be, for your products are without comparison. WILLIAM LOEB,

Manchester, New Hampshire, U.S.A. President, Union Leader Corporation.

LIGHTS

Automatic Dipping Suggested

[62638.]—Surely it is not beyond the skill of this atomic age to invent a system whereby the head lights of two cars approaching each other are *automatically* dipped by some interaction between the lights themselves, thus cutting out the sadly fallible human element? JOHN E. SMEDDLES.

Gloucester.

Deflecting the Left-side Beam

[62639.]—The writer of "Who's Happy about Lights?" (March 31) suggests a new approach to the problem. From my experience it is much easier to see what is directly in front of the car than objects near the kerb, which are less likely to be distinguished against a broken background. I have, therefore, trained my left head light so that the beam strikes the ground about 30 yards ahead and 2 yards to the left. This produces a floodlit area from which light is diffused forward and sideways so as to illuminate the road

CORRESPONDENCE . . . . continued

and everything on it for 50 or more yards ahead. When other traffic is about—going in either direction—the right side lamp is switched out. This gives enough light to enable me to drive at 50 m.p.h. if other conditions allow. I have cycled against the light and am satisfied that it does not dazzle on a straight road. The dipping switch need be used only on left curves. A. E. HIGGENS, B.Sc.

Coventry.

Condemnation of Dipping Systems

[62640.]—Few words are needed to outline dazzle prevention, and it is action we require now. The motorist must not have absence of dazzle with absence of effective visibility.

In this way he has the former but not the latter: Only two "normal" head lamps are needed. The primary anti-dazzle effect required is produced by one movement of a switch only. This extinguishes the off-side light and leaves the other giving the driver an unimpaired effective anti-dazzle visibility. The secondary anti-dazzle effect (simply by another movement of the switch) is the dipped beam. This is not normally required and is used only at low speeds on a bend or curve, turnings, hump-backed bridges, or any other emergency. The anti-dazzle effect is not affected by any up and down movement. The setting of all lamps and focusing of all bulbs should be made permanent and unalterable—by law if necessary.

On my car I have a normal visibility of about 150 yards: In the anti-dazzle position one of well over 100 yards; in the dipped position one of about 12 yards or so. The solution of the dazzle problem is in the hands of the manufacturers and government rather than the hands of drivers—they can only do their best with the equipment they have to use. I would not use it as a gift. RUPERT L. HUMPHRIS.

Tankerton, Kent.

[Our correspondent is the inventor of the device for "side cutting" the beam, previously described in *The Autocar*. —ED.].

SPEED AND CONSUMPTION

Reasonable Figures for a Saloon

[62641.]—Mr. B. Houlding's expert article (March 3) is a timely hint to the car manufacturers who dismiss the gratuitous advice of the service engineer with "We have relied upon the carburettor makers for the last 25 years." A well-known equipment maker complained recently that he was unable to sell his exhaust gas analyser to the carburettor makers. However, even without a gas analyser, th complicated 42mm carburettor mentioned by Mr. Houlding can be simplified and made to give 25 m.p.g. at 45 m.p.h. with improved acceleration, and thus need not be thrown away. Generally speaking, 40 ton-miles per gallon for a saloon at 30 m.p.h. average and 90 ton-miles p.g. for a loaded commercial vehicle is a reasonable result without loss of performance.

Pool petrol has taught us much, with some emphasis on manifold design and water flow. The amateur should first abandon the thermostat, clean the water spaces and fit a second or thicker cylinder gasket. Then he may tune the ignition system and carburettor and get somewhere with m.p.g.

Gravesend, Kent. H. C. BARTY,
p.p. Spooner Motors, Ltd.

STREAMLINE BENEFITS

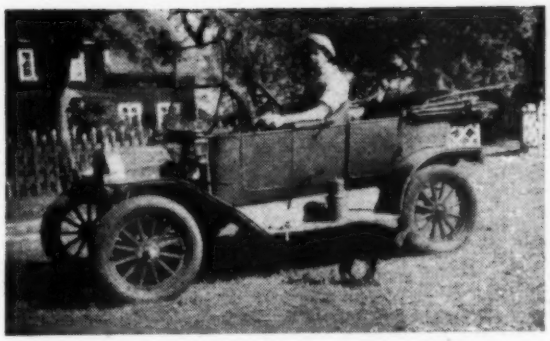
Partially Nullified Behind the Radiator?

[62642.]—I was interested to read the article on the Nash streamlining research (March 31), as it presents the first quantitative assessment I have seen of the relative effects of various design features.

One point which seems to me to have escaped attention, however, is that as long as air is allowed free access to the inside of the bonnet via the radiator grille then the engine will be as much in the airstream as any exterior part of the car. The streamlined outward appearance of the bonnet merely beguiles us into forgetting that inside it the air is having to eddy its way round a most unstreamlined collection of ironmongery, and find its own way out as best it can.

It should not be beyond the bounds of reason or possibility to enclose the radiator and fan in an aerodynamically designed duct which would surely have a greater drag-reducing effect than the small modifications and accessories mentioned in the article, and might even contribute a small amount of pure jet thrust by virtue of the heat energy imparted to the air stream by the radiator. K. M. FANTOM.

Aylesbury, Buckinghamshire. G.I.Inst.E.



This old T-Ford, running in Sweden, still has acetylene lamps.

OLD-TIMERS

Sweden Boasts a 1913 Model T

[62643.]—As old cars seem to be of interest to your readers I send you a picture of one of the oldest cars in use in Sweden. It is a 1913 Ford Model T; the present owner is Mr. Nils Larsson, of Algaras.

I had recently an opportunity to examine this car. It is in full running order, but some modifications from its original specification have been undertaken. The original wheels with non-detachable rims and beaded edge (*vulst*) tyres are replaced with wheels with detachable rims and straight-side tyres 4.50 × 21in The original Ford flywheel magneto and four-coil ignition system is still in good condition, but the owner has fitted an alternative battery ignition system with single coil and normal contact breaker and distributor. A charging device for the battery is not fitted.

The car has its original lighting system, consisting of acetylene head lamps and paraffin-burning side and rear lamps. According to the owner's estimate the fuel consumption is in the region of 28 m.p.g., and the maximum speed approximately 30 m.p.h. The acetylene gas generator for the head lamps can be seen on the left running-board in the photograph.

Beateberg, Sweden. HARRY GUSTAFSON.

FILLING UP

Not a Frequent Occurrence on the F.-N.

[62644.]—Our attention has been drawn to your March 24 report on the Geneva Show. May we say, in fairness to ourselves, that it is rather an exaggeration to say that the hood on the Mille Miglia model has to be partially dismantled in order to get at the petrol tank filler? In actual fact, it is necessary only to unfasten two or three of the hood buttons at the rear, and this, we suggest, might even be considered an advantage in that, if it were pouring with rain, the petrol hose nozzle could be inserted without any risk of rain entering the tank, by reason of the protection afforded with the hood up.

In any case, as the Mille Miglia has a tank capacity of 20 gallons, giving a touring mileage of approximately 500 miles, the hood would not need to be unfastened at the back at very frequent intervals. W. H. ALDINGTON, A.F.N. Ltd.

Isleworth, Middlesex.

HEAT AND IGNITION

Point where Useful Work Ceases

[62645.]—It seems that Mr. T. W. Gruber [62617] has missed the point of Mr. R. C. Oaksford's excellent explanation [62566].

The explanation is contained in the phrase "allowing the gases to expand adiabatically." Firing before t.d.c. gives the equivalent of an explosion with release of molecular energy and adiabatic expansion. Firing *after* t.d.c. gives combustion at a lower rate with consequent less release of energy and an increase in area of flame contact as the piston descends.

A piston speed diagram will show that useful work ceases on the piston long before b.d.c., which is the reason for opening the exhaust valve about 50 deg before b.d.c., and it is at this point, as correctly stated by Mr. Oaksford, though not appreciated by Mr. Gruber, that useful work from expanding gases ceases to affect the piston. W. J. BURDETT.

Bristol, 8.

CORRESPONDENCE . . . . . continued

SHIP AHOY!

Aids to Navigation in the Car

[62646.]—I have read with great interest your many articles concerning safety on the roads. As, no doubt, you are aware that at sea the rule of the road for vessels is strict and, as a result, collisions are few, also the equipment provided on board ship for the safety of the vessel is such that to make an error in navigation is almost unknown, why cannot some of the equipment be included in the road vehicle?

Here, then, are some of my suggestions:—

(i) A helm indicator on the facia; thus the position of the front wheels can be observed at a glance.

(ii) An indicator to show which gear is engaged.

(iii) A revolution indicator for each rear wheel (most useful for trials drivers).

(iv) An instrument which would cause the horn to make an appropriate number of blasts as the vehicle turns a corner (one blast, altering course to the right, two blasts, altering course to the left).

(v) A compass (for preference a gyro compass and then the local attraction of the car would not concern it).

(vi) An air speed indicator (not fitted in ships but would be a help in indicating the velocity of the various winds encountered).

(vii) A navigation light indicator to inform the driver or co-driver when any of the lights fail (a co-driver would be found useful to keep an eye on the instruments).

The Autocar is most welcome and makes the end of each voyage (when I get my copies) something to look forward to.

Wrexham, Denbighshire. MASTER MARINER.

P.S.—Don't take this too much to heart.

[Our correspondent's notepaper is headed R.M.S. *Queen Elizabeth*.—ED.]

U.C.L.

Benefits of Colloidal Graphite

[62647.]—In the issue dated March 24 a reader mentions his difficulty in obtaining graphited upper cylinder lubricant. The answer stated that "With regard to graphited lubricant, it should be understood that its normal function is for use as an additive to the oil in the sump and not to the petrol. . . . The upper cylinder lubricant stocked by garages is usually a light oil which gets to the upper part of the cylinder bores by way of the carburettor and combustion chambers."

A good upper cylinder lubricant today contains not only a light oil but also a high proportion of an additive which confers oiliness and film strength, and an additive which dissolves the gum binder, thus assisting in the removal of carbon deposits from the upper cylinder and ring area. The addition of colloidal graphite to such an upper cylinder lubricant confers all the extra benefits that are obtained from the graphoid film.

Tests carried out by the I.A.E. have shown that colloidal graphite in an upper cylinder lubricant reduced cylinder wear by 27-50 per cent, and ring wear by 12-37 per cent.

Leeds, 10. H. STILLMAN,
Chief Chemist, Edward Joy and Sons, Ltd.

Graphited Additives that are Available

[62648.]—In your reply to an enquiry regarding the availability of graphited upper cylinder lubricant there appears to be some slight misunderstanding as to the nature of the special lubricants containing "dag" colloidal graphite, which are manufactured and marketed by oil companies for use in automobile engines.

Perhaps it will help you when dealing with future enquiries if we mention that two special compounds are available to the motorist, the first being running-in compound, which is intended for addition to crankcase oil in the proportions of one pint to each gallon. As the name implies the compound is for use during the running-in of a new or rebored engine.

Not only is "dag" colloidal graphite used for this purpose by many leading manufacturers of internal combustion engines but its use is approved or recommended by leading car manufacturers, certain of whom issue with their cars a special booklet dealing with the subject of running-in, with particular reference to the benefits obtained from the use of colloidal graphite. Copies of this booklet are available on request.

The second product, upper cylinder lubricant containing "dag" colloidal graphite, is also manufactured and marketed in the same way as running-in compound. This product is intended for addition only to engine fuels, having been specially prepared for this purpose. It is more than a light oil which gets to the upper part of the cylinder bores as stated in your reply; in fact it can be stated that modern graphited upper cylinder lubricant is prepared with the same care and attention as are given to modern motor oils.

When used in the prescribed proportions upper cylinder lubricant containing "dag" colloidal graphite effectively reduces cold starting corrosive wear, as was demonstrated by the test carried out by the research department of the Institution of Automobile Engineers some years ago.

In addition, its continuous use supplements the lubrication of the upper portion of the cylinders provided by crankcase oil, which finds its way past the piston rings. It also results in the adsorption to the metal surfaces of colloidal graphite, forming what is referred to as a "graphoid surface" which possesses several unique features. For instance, it is unaffected by the washing action of unvaporized fuel; it provides lubrication under boundary conditions, provides a measure of protection against corrosion, and is unaffected by the high temperatures prevailing in the combustion zone of an internal combustion engine. F. GORDON KAY,

London, S.W.1. Sales Manager, Acheson Colloids, Ltd.

FILMS

Protest from a Cinema Proprietor

[62649.]—From the heading of my notepaper you will probably jump to the conclusion that I have some kind of personal interest to exploit about films. I have.

Too long I have read in your leading articles those nasty cracks against films. Do you ever think? Many millions of people in this country get their only relaxation from the cinema.

To compare the relative cost of petrol and films in dollars is almost too absurd to need criticism. In saying this I am contending with conflicting personal interests, as cinemas are only my business. My heart is, and always has been, in cars. Therefore I feel that I must be voicing a reasonably fair opinion.

But April 7! Surely you should hide your Editorial head in shame. You have added to your usual thoughtless little bit about films a remark which is a sheer insult to any and every British youngster. I think you had better apologize about this, or if dignity does not allow, explain.

Plaza, Saffron Walden, Essex. J. G. GOTCH.

[We see no reason to apologize, but we cheerfully explain. Dollar costs of films and petrol are not *directly* compared by us, but we insist that the dollars spent on each are disproportionate; if millions of people get their "only relaxation" from the cinema we are sorry for the British character, and are more concerned with those who enjoy motoring in a car which they have striven hard to buy. We have few tender feelings about the type of British youngster who is at present packing the Borstal institutions. As, in our younger days, we were inspired to play the less harmful "Indians and cowboys" game by films of Tom Mix and Hoot Gibson, we regard it as plausible (psychiatrists notwithstanding) that the unprecedented juvenile crime of today is largely owed to some of the disgusting films that have crossed the Atlantic to British cinemas—at dollar cost.—ED.]

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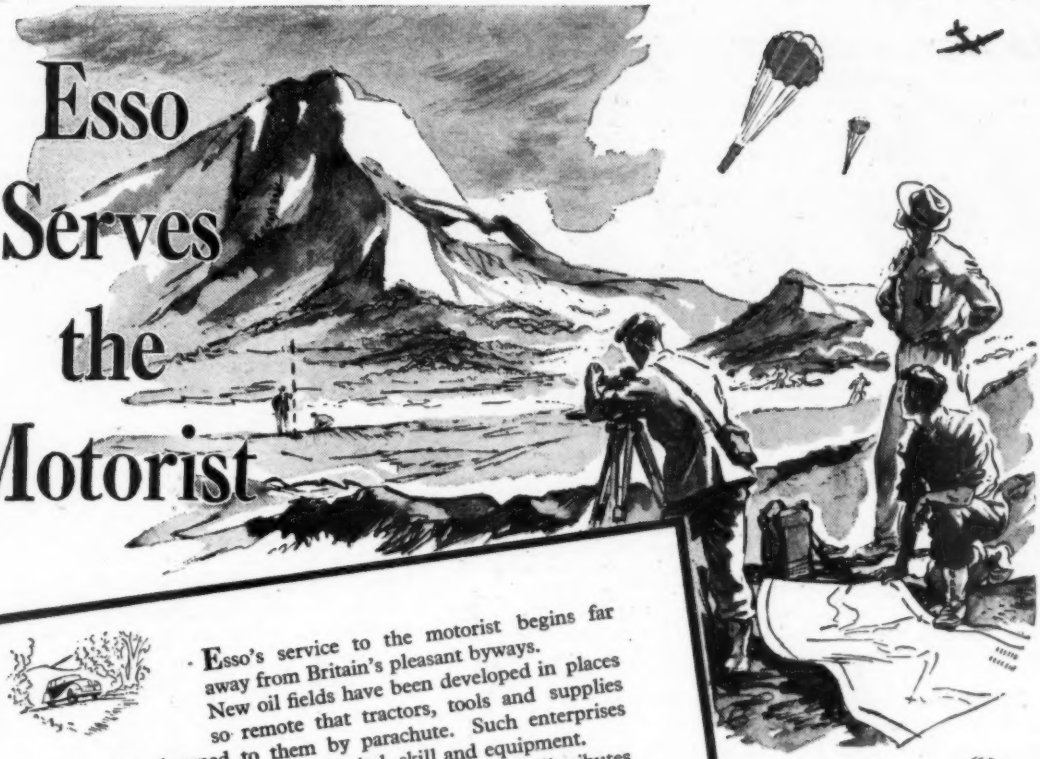

Esso's service to the motorist begins far away from Britain's pleasant byways. New oil fields have been developed in places so remote that tractors, tools and supplies had to be dropped to them by parachute. Such enterprises require immense resources in capital, skill and equipment. The Esso organisation locates, produces, refines and distributes petroleum in many parts of the world, investing vast sums of money to improve and increase the supply of petrol and high-class lubricants.

Esso scientists work in well-equipped laboratories to produce new and better petroleum products for the motorist.

At first-class garages all over the country the Esso Lubrication Service sign guarantees efficient lubrication to motorists

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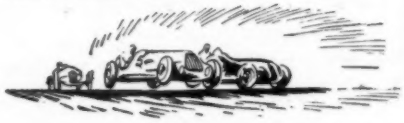

IT PAYS TO SAY Esso

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The Sensation of the Nation!

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The world's best
CYCLE MOTOR

The General Public & the Trade (FOR APPOINTMENT OF AGENTS) ARE INVITED TO A SPECIAL DEMONSTRATION COMMENCING APRIL 17 FOR 4 WEEKS

AREA Agents are being appointed throughout Great Britain for the sale of CYMOTA—the sensational new cycle motor.

A special exhibition and demonstration of the CYMOTA is opening at Blue Star Garages Ltd., Rossmore Court, 57, Park Road, Regents Park, London, N.W.1 (Telephone: PAD. 4118), 1 min. from Baker Street Station, on 17th APRIL, and will continue for four weeks.

Principals of firms interested in obtaining Sales Area representation are invited, in the first place, to WRITE to: The Sales Director, Blue Star Garages Ltd., at the above address so that an interview can be arranged for a discussion on their appointment as Agents.

The General Public are cordially invited to call at Rossmore Court to inspect and test CYMOTA.

CYMOTA is the cheapest form of transport in the world, 250 miles per gallon—9 miles for one penny.

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18 GNS.

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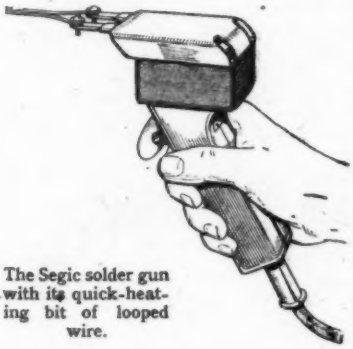
ACCESSORIES

QUICK-HEAT SOLDERING IRON

A USEFUL alternative to the conventional electric soldering iron, which takes a good deal of time to heat, is the new type which incorporates a transformer to step down the voltage and provide a heavy current which produces almost instantaneous heat in a slender wire bit. In practice it is possible to bring the bit of such an iron to red heat in less than five seconds from cold. A useful saving in current consumption is effected as the heat can be switched on and off as required by means of a press button incorporated in the handle.

An example of this type is the Segic, handled by S. Guiterman and Co., Ltd., of Soho Square, London, W.1, and retailing at £3 3s. The complete tool weighs just under two pounds and has been found pleasing to handle, with a good hand grip and convenient press button for current control. The bit is made of tinned copper wire and can be bent to any shape to suit the work in hand. Six spare bits are supplied and a new one can be fitted in a few seconds. The voltage passing through the bit is very low so that there is no risk of dangerous shocks and the bit is insulated from the earthed casing of the iron. This type of soldering iron is extremely useful for small work such as electrical connections, and the flexibility of the bit enables it to be used in places which are not accessible to the conventional iron. The loop on the bit retains a good quantity of solder and feeds it steadily on to the work.

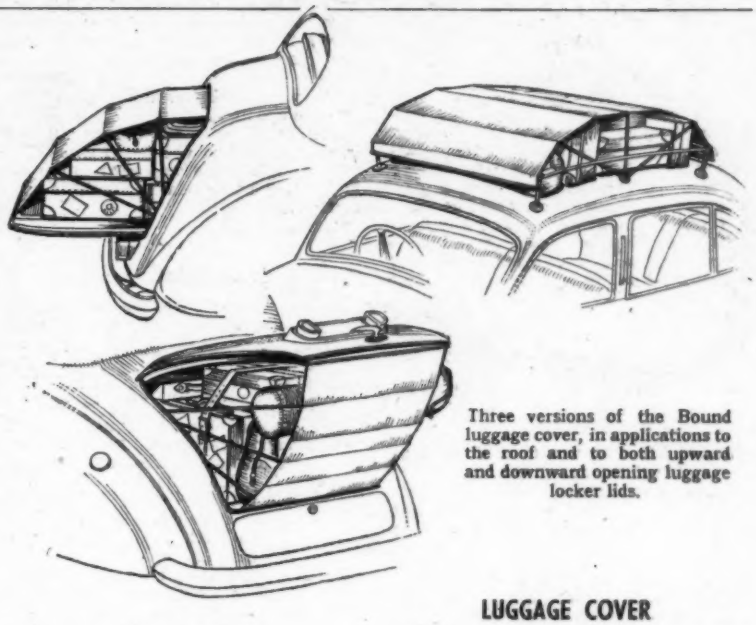


The Segic solder gun with its quick-heating bit of looped wire.

NEW POLISH

IN a new car polish, Chemico 49, made by the County Chemical Co., Ltd., Shirley, Birmingham, the object has been to produce a polish which is not drastic and does not wear through the finish. Tests with clean white rags on black cellulose and synthetic enamel confirm the claim, and it is understood that there are, in fact, no abrasives in the polish. It is, however, quick and easy to use and brings up a good shine, being particularly effective in removing the oily "traffic film" from which cars suffer in big cities.

The polish is available from garages and accessory shops; it costs 2s 6d for a 14 oz tin.



Three versions of the Bound luggage cover, in applications to the roof and to both upward and downward opening luggage locker lids.

LOOSE COVERS

A SERIES of car seat loose covers in felt is being marketed by Brown Brothers, Ltd., Great Eastern Street, London, E.C.2. These Coronet covers, as they are called, are made in light and dark brown, maroon and navy blue, and are supplied as "ready-mades" for a considerable number of makes and models, covering almost the entire field of post-war cars and some 1939 models. For the Humber Pullman, interior panel as well as seat covers are made. The felt used is of a fine and close-textured type, and the covers are of good cut.

Typical prices for sets of covers to fit cars of different sizes are: Ford Prefect, £9 10s; Rover 1946 14 h.p., £12 12s; Jaguar Mark V, £14 14s. Brown Brothers are a wholesale firm, so enquiries from the individual have to go through a garage.

Now that cars must last many years, such covers are very useful in preserving upholstery.

LUGGAGE COVER

AN ingenious cover for luggage that cannot be accommodated in the locker and has to be carried by leaving the lid of the locker open, has been patented by Mr. R. H. Bound, M.I.Mech.E., The Green Willows, The Park, Cheltenham, Gloucestershire.

As can be seen from the sketch, the principle is that of a shop sunblind, the cover being held by three arms. Good protection from rain should be afforded, but in addition the cover is designed to be thief-proof, there being a cover to the locker lid, knife-proof wire mesh incorporated in the fabric, and effective obstruction by the arms to the withdrawal sideways of luggage. If the device should become available to the general public at any time—it is not in production—it should be a welcome fitting.

The versatility of the luggage cover, which can be seen in the illustration, is quite remarkable, and the weatherproofing of exposed luggage is a point that worries a number of motorists.

Rear wheel covers, made by Appleyard of Leeds, Ltd., North Street, Leeds, 7, are a pleasing blend with the original appearance of the Morris Minor. Mounted on two lower brackets, and secured by a budget lock at the top, they cost £6 6s per pair, or £5 5s unpainted.

Steering Wander on an Old Car

Would you be good enough to give me your opinion on a steering problem I have with my car, a 1936 Standard Ten de luxe? Until last autumn, this car had always steered quite well, but then, finding it getting erratic, I had the ball-joints, king-pins and bushes replaced. Since then, it has developed a nasty tendency to wander off course, and steering requires 100 per cent concentration, particularly if the road is cambered at all.

I have been unable to find any wear in the steering box, and the toe-in is correct. I have checked everything that I can think of, but am unable to trace the cause. There is plenty of grease everywhere. I know the car is getting on in age, but the total mileage is only 51,500, and it has always been very carefully maintained.

Any suggestions you are able to make will be very welcome. F. W. Y.

Malmesbury, Wiltshire.

FROM the data you give, there is no apparent reason for the tendency of the car to wander. In such a case, one's first thought is to check the alignment of the front wheels, but as you say that is correct, the next thought is whether the lubrication of the king-pins and ball-joints is really as efficient as it appears to be. Have you, for example, jacked up the front axle while lubricating the king-pins so as to give the grease every opportunity of getting through to the bearing surfaces?

Another possibility is that oversize tyres have been fitted at some time, thus slightly interfering with the steering geometry. Finally, it is possible that the front springs have settled somewhat in the course of time, so reducing the castor angle. In fact, considering the age of the car, this is not unlikely to be the real cause of the trouble.

Wide-gap Ignition

I have recently seen a reference to wide-gap ignition for the best fuel economy. Could you please give me the details as applicable to a 1938 Wolseley Fourteen and whether there would be much conversion necessary for the twin S.U. carburettors? W. S.

Farnworth, Lancashire.

THE whole point about wide-gap ignition is not that it gives greater fuel economy in itself, but that it makes it possible to ignite weak fuel mixtures which the ordinary spark gap would not deal with. This is made use of on Vauxhall cars in conjunction with carburettors which have been developed to give an unusually lean mixture at part throttle openings. It is important to note that there is no harmful effect on exhaust valves by the use of weak mixtures at part throttle openings, but there is a danger of burning the exhaust valves when weak mixtures are used at full throttle openings.

For that reason we would suggest care in any experiment you might make such as opening out the plug gaps to 0.038in and fitting a size smaller needle in each carburettor.

Week by week *The Autocar* answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact, a stamped, self-addressed envelope should be enclosed for a direct reply.

It is requested that queries for this section be kept separate from other communications and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.

The Autocar READERS' SERVICE

Extra Bulkhead

I wish to fit an additional bulkhead, against sound and fumes, between the engine and interior of my car and would appreciate suggestions for suitable materials. A. G. S.

London, S.W.20.

WE suggest plywood about ⅜in thick would probably be the most suitable material for a bulkhead, all things considered. It would be better than metal from the point of view of deadening sound and it would be comparatively easy to attach rubber sealing strips to it where necessary in order to make it fume-proof. Alternatively you might line the present bulkhead and flooring with asbestos sheeting, making neat chamfered joints.

Boiling Anti-Freeze

I understand that ethylene glycol anti-freeze boils at a higher temperature than water. In view of this fact is it possible, by boiling, to increase the anti-freeze content of an anti-freeze-water mixture, i.e., boil some of the water away without boiling the glycol?

Would boiling have any harmful effect on the glycol? R. E. P.

Lachine, Quebec, Canada.

IT is certainly possible, in theory, to boil the water and so strengthen the proportion of anti-freeze. It must be remembered, however, that it will be necessary to keep the temperature of the boiling mixture only a little over 100 deg C, or you will continue to heat up the anti-freeze until that also boils. It is rather a case of simmering. From a practical point of view, we would certainly suggest that you drained a little of the mixture from the radiator and added a little fresh glycol.

Learner's Lament

I have read not only with great interest, but appreciable benefit, the book edited by "The Autocar" technical staff entitled "Motor Driving Made Easy."

There is, however, one point on which I would appreciate your expert advice. This concerns the gear which should be engaged in starting the car. On pages 15 and 19 you advise that second should be engaged. As a drill after using the hand brake you advise the engaging of first gear (page 28). It is appreciated that you are referring to a car with four gears (excluding reverse).

Now, my instructor advises use of first gear. I am anxious to learn whether his reason is for drill purposes or whether it is a routine which should be followed rigidly. I can appreciate that on a slope the first gear should be used, but I would appreciate your confirmation, please, that on the level or a decline, the second gear may be used without deleterious effects to the car. There seems to be an opinion with many motorists that as the manufacturers have made a first gear, then it should be used. The car I am using is a four-speed Austin Ten. A. Y.

Huntington, Chester.

THE answer depends upon the power of the car concerned. With a light car such as the Austin Ten, it is better to start on first gear unless you are facing down hill. On the other hand, with a powerful car this may be considered unnecessary. As you have pointed out, first gear must, of course, be used for starting on upward gradients.

For obvious reasons, we suggest that you should use first gear for starting off throughout your driving test if you have not already taken it.

Early-morning Brakes

The front left side brake drum of my 1939 series Morris Ten sets up a shrill squeak when the brakes are applied, during about the first 30 miles of a run, and then this disappears (it does not recur until next time out).

Recently I inspected the brake linings and found them in good order and no rivets protruding; the brake drum also appeared to be in perfect order. I roughed up the linings with a file before reassembling. For the next 500 miles no squeak was caused when the brakes were applied. Now the trouble has reappeared.

I would add that some time ago I took my car to the local Morris distributors, who took the brake down but found nothing amiss. I would also add that the trouble occurs only in the one brake drum and that the car pulls up all square when brakes are silently applied.

Can you advise me as to the cause of the trouble? S. H. S.

Shalford, Surrey.

THIS nuisance of brake squeak occurring when the car has stood overnight is by no means uncommon, especially with some brake linings and, in fact, it is well known amongst the trade as "early morning sickness." It is a good practice, therefore, on starting out in the morning to run the car up to a fairly good speed and then apply the brakes hard, after which there is no more squeak during the rest of the day.

One can only imagine that the cause is a slight film of oxide on the polished surface of the brake drum, although it is always possible, of course, that there is some slight ovality in the brake drum, and this may be the cause in your particular case, since only the front left side drum develops the squeak.

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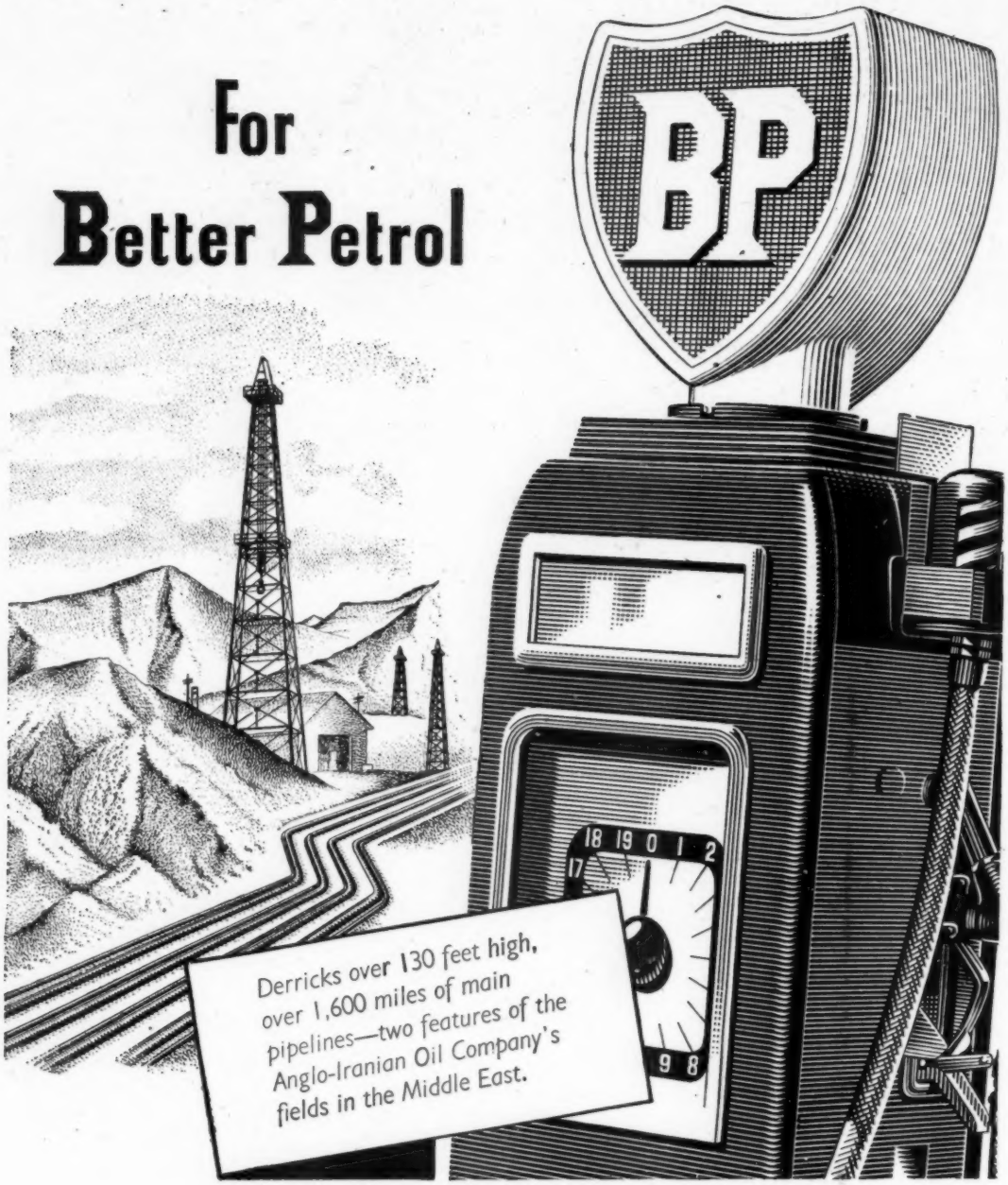

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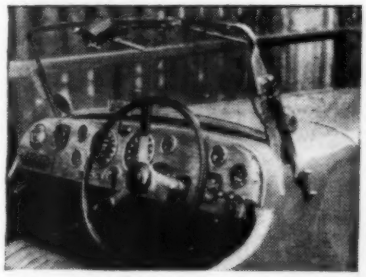
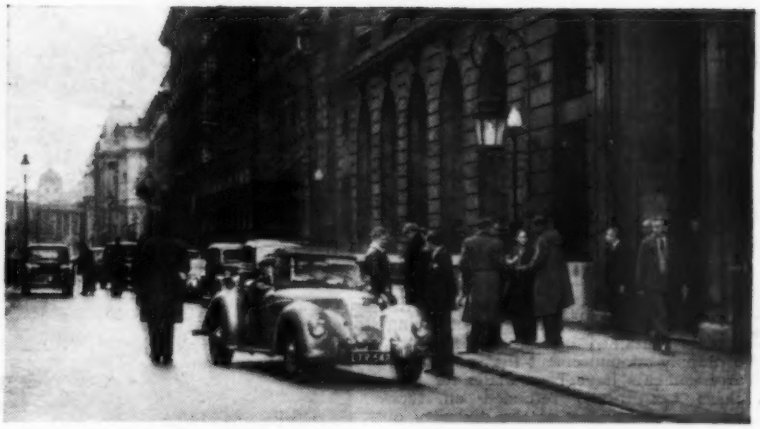




The scene outside the R.A.C. headquarters in Pall Mall, one of the two starting points in this country. W. Harvey and J. A. G. Howarth, Lea-Francis, have just been released by Colonel F. S. Barnes, R.A.C. Top left: The Healey of W. D. R. Lamb and J. H. A. Ryecraft was complete with altimeter, gradient meter, cylinder head, oil and water thermometers and induction gauge, in addition to the more usual instruments.

EARLY MORNING DEPARTURE . . .

TULIP RALLY ENTRANTS HEAD FOR THE SOUTH

EARLY on Sunday morning last the three hundred competitors in this year's Tulip Rally left their various starting points to commence the 2,000-mile journey round Europe to the seaside resort of Nordwijk-aan-Zee, near Leyden, in Holland. This year the event is of much greater importance than when it was run for the first time last year, as the length and severity of the road section have now been brought up practically to Monte Carlo standards, and a very fine entry has resulted. British competitors who started from Continental cities included two from Copenhagen, two from Monte Carlo, two from Paris, five from Brussels and ten from The Hague; among the last were the Ford Pilots of Ken Wharton, G. R. Holt, Jack Reece, Charles Meisl—whose crew consisted of E. O. Toft and George "Castrol" Williams—and Mrs. Joy Cooke, strong contender for the Damesprijs, or Ladies' Cup.

Starters from this country comprised twenty-five from Glasgow and twenty from London—all British entries, with the exception of a Dutch-owned Alvis from the former starting point.

The scene of the departure of 20 entrants from London was alive with that atmosphere which precedes major sporting events of almost any kind. Outside the R.A.C. headquarters cars were arriving until about 6.15 a.m., each one creditably bright and shining, varying from Minx to Allard and Healey.

Formalities

The competitors, stimulated by excitement and the promise of fine weather, collected inside the building where, amongst the clatter of tea and coffee cups, relevant papers were examined and stamped.

The hubbub of conversation—the new boys' "well, it should be good fun," and the old hands' "of course, there's a bad stretch from . . ." could be heard throughout the proceedings. One competitor claimed he hadn't even a map and was going just for the fun—but by some curious chance he had "found" suitable Michelin maps in his hotel room (and what could be more appropriate!).

In the roadway, last-minute touches were given to security of luggage, and one or two heads were hiding ostrich fashion under alligator bonnets, one of them appearing into the early morning air with an irate "well how do you expect me to remember *that* at *this* time in the morning?"

Zero hour: under the direction of Colonel F. S. Barnes, competitions manager of the R.A.C., the cars moved off at one-minute intervals, with the good wishes of friends and officials, away past St. James's Palace, en route for the Continent.

Mille Miglia This Weekend

THERE will be very little sleep in Brescia on Saturday night. The main road out of the town in the direction of Verona will be ablaze with flood lights, head lamps and photographers' flash bulbs, as the competitors in the great Mille Miglia race start off on their mad dash round Italy.

After consultation with the drivers, the route has been changed in several respects this year and is being run in a clockwise direction. This means that the early starters, leaving at minute intervals, will cover the fast stretch through Verona, Vicenza, Padua and Rovigo during the night, and the fastest cars, which start their run from Brescia as dawn is breaking, will have passed through before traffic becomes heavy. Last year tired drivers had to battle their way along this popular tourist route against thick Sunday afternoon traffic in the closing stages of the race.

The second change is the elimination of the climb at Chieti and the substitution of a long fast straight stretch to offset the difficulties of the road through Pescara, Popoli and Rieti. After Rome, at just over half distance, competitors turn north for Leghorn and then, after a fast stretch via the autostrada through Florence, they tackle the Futa and Raticosa passes, returning to Brescia via Bologna, Modena and Parma.

Class Averages

Cars are divided into three main classes, sports cars without superchargers, "grand" touring cars, and national stock touring cars. Minimum speeds are set in each class according to engine size. The 750 c.c. sports cars must average at least 43.5 m.p.h. over this long and tortuous circuit and the speeds rise until the unlimited class have to maintain 50 m.p.h. All cars in the international grand touring category, Italy's new classification for fast touring cars with reasonable bodywork and amenities, must average at least 43.5 m.p.h. and the stock touring cars, which are strictly scrutinized for conformity with specification, must average 34 to 43.5 m.p.h. according to engine size.

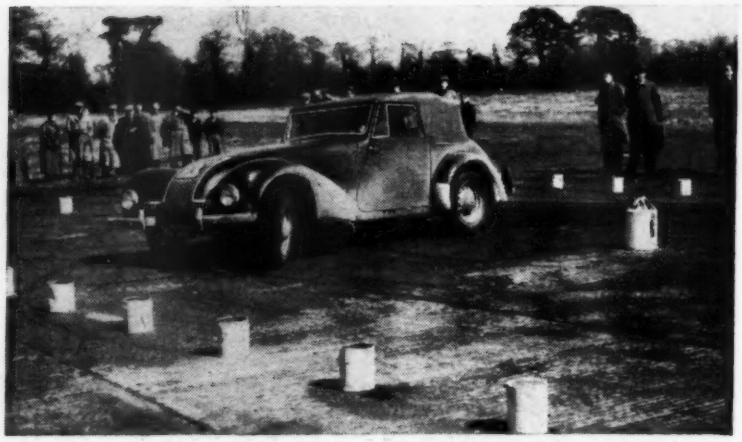
The race this year is a true "Mille Miglia," for the exact distance is 1,047 miles.

There is a general category with a first prize of one million lire and various trophies which bring the total value up to about £770 for the winner, while the second receives £340.

Great interest will be taken in the three XK 120 Jaguars, one of which is to be driven by Biondetti, who has already won the race four times. The other two will be driven by Leslie Johnson and Nick Haines. Other British entries include three Silverstone Healeys; one with twin S.U.s and an American Nash engine is being driven by Donald Healey and his son, another by Wood and Lewis and the third by Robin Richards. The Frazer-Nash which was cheated of a success in the Targa Florio by a split fuel tank will be driven by Cortese, and Ernest Stapleton will drive a pre-war Aston Martin. Ferraris with the new big engines will probably be seen in the hands of Villoresi and Ascari and there will be a flock of 2-litre Ferraris, various experimental Alfas and probably the new Abarths.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.



In the recent 1,000-mile Circuit of Ireland Trial, organized by the Ulster A.C., the premier award (the U.A.C. Challenge Trophy) was won by D. P. Johnson, of Belfast, driving an Allard. Here he is shown competing in the Pylon Test, held at Nutt's Corner, the finishing point.

GOODBYE TO PURCHASE TAX

GOOD news for those connected with the manufacture and sale of racing cars is contained in a recent Ministry of Supply announcement that, in future, arrangements have been made for purchase tax to be refunded on such machines. In view of the difficulty of defining a racing car, it was not found possible to exempt them from purchase tax by the usual order, and, therefore, the tax will nominally be paid but will, in approved cases, then be refunded to the manufacturers.

This order applies specifically to racing cars constructed as single-seaters for use in Formula I and Formula III racing; Formula II has been left out because of the feared infiltration of thinly disguised 2-litre sports cars into this category. It's an odd world; in Italy racing cars used to be camouflaged as sports cars to win races, and in England the reverse may soon be the case in an attempt to avoid purchase tax.

WELL, Alfa-Romeo are back in Grand Prix racing; although they entered only one car for last Sunday's San Remo G.P., it came home first of the six survivors of the original field of twenty cars. Admittedly, it was being driven by the all-conquering Fangio; but, even so, this seems to indicate that the Type 158 Alfa is still at least a match for any of its rivals.

The race was run on wet roads, and no records were broken; from the start the order was Ascari, Villoresi and Sommer (Ferraris), and then Fangio, but on the fourteenth lap Fangio passed all three Ferraris to take the lead, and from then on was never seriously challenged. Ascari had a mild accident when his Ferrari's engine seized solid at speed; Sommer and Serafini (Ferraris) also fell out, as did the Maseratis of Bira, de Graffenried, Gonzales and Biondetti.

Of the three British entries, Reg Parnell's Maserati once more suffered engine trouble, Peter Whitehead blew a gasket of his Ferrari, while Leslie Brooks was lucky to escape unhurt from a crash caused by another competitor who ran into his 4CLT Maserati.

Result: Race distance 188.8 miles (90 laps of 2.1-mile circuit).
1, Alfa-Romeo s (Fangio), 3h 10m 8s 59.59 m.p.h.; 2, Ferrari s (Villoresi), 3h 11m 9s; 3, Maserati s (Pian), 2 laps; 4, Ferrari s (Vallone), 4 laps; 5, Maserati s (Rol); 6, Maserati s (Chiron). Fastest lap, Villoresi, 62.33 m.p.h.

TO stroll round the Goodwood Paddock—when the weather rendered that possible—provided a good deal of interesting information about the progress of many competitors' schemes. Even the complete absence of some cars was informative in itself; however, among the cars that were present there were many signs that the winter had not been wasted in a good many establishments. Centre of interest were the two new H.W.M. cars, just completed by John Heath, and very well turned out. Moreover, although they had a very full day's racing, the cars did not turn a hair, and the only trouble experienced was one punctured carburettor float.

In one of these cars Stirling Moss put in a practice lap in 1 minute 43.6 seconds, at an average speed of 83.4 m.p.h.; this was bettered only by the three 4CLT Maseratis and Shawe-Taylor's E.R.A. This, of course, also provides an answer to the oft debated question of whether Stirling would be outstandingly fast in any other car but a Cooper.

AMONG the five hundreds, C. A. N. May now joins Peter Collins in the use of a twin o.h.c. Norton power unit for his Cooper. The Iota driven by "Wingco" Aikens was alleged to weigh only 470 lb, and was fitted with a Grand Prix Triumph Twin engine, of which the output was rumoured to be 54 b.h.p. In practice, this car made third fastest lap in its class, but seemed to be off colour when it came to the day itself.

Fastest during practice was John Cooper, who got down to 1 minute 57.4 seconds in his new specially lightened car, using a J.A.P. engine. Successful new cars were the Bardon-Turner, of D. F. Truman, now completely redesigned, and the J.B.S., which has been constructed by Alf Bottoms from the parts of the Cowlan, which he acquired some time ago. Other interesting first appearances were made by the new Emeryson, with a V twin J.A.P. engine and front-wheel drive, and the Rhiando Trimax, the J.A.P. engine in which lies almost horizontally behind the intrepid Spike.

John Rowley at last brought his rebuilt 1½-litre Delage to the starting line, and apparently in very good shape, although it failed to figure among the winners. David Murray's Maserati was the same Type 4CL car which has appeared on many previous occasions; now, however, it is painted Maserati red and has been fitted with a preselector gear box.

Incidentally, anyone who has lost a pewter tankard inscribed as having been presented to David Hughes, can recover that valuable object on application to L. J. Canham, 49, Purley Bury Close, Purley, Surrey, who found it in the Red enclosure after the end of the meeting.

EVERYONE who has anxiously been waiting to know who they will see at Silverstone on May 13, can now set their minds at rest, for here are the provisional entries for the G.P. d'Europe:

Alfa-Romeo: Fangio, Farina, Sanesi and Reg Parnell.
Ferrari: Villoresi, Ascari, Sommer and Peter Whitehead.
Maserati: Chiron, Bira, de Graffenried, J. D. Hamilton, D. Hampshire, D. Murray and J. G. Fry.
E.R.A.: L. G. Johnson, P. D. C. Walker, F. R. Gerard and T. C. Harrison.
Alta: J. Kelly and G. Crossley.
Talbot: Etancelin, Giraud-Cabantous, Rosier, Martin and Claes.

Of these, Whitehead's Ferrari is his own single-stage blown car, Fry's Maserati is the 4CL car in which he competed in last year's International Trophy, Johnson and Walker have the E type E.R.A.s, while Gerard and Harrison drive their usual BC types, and Kelly's Alta is a new two-stage blown car. There may yet be one or two additions to this list; the names of Tony Rolt and Les Brooks come to mind, of course, but it is not yet known if they will have suitable cars.

Entries for the Formula III race so far total 57, of which five are foreign; a full list of these will follow in due course.

FOR the last two years Freddie Dixon, in partnership with Tony Rolt as Dixon-Rolt Developments, Ltd., has been working quietly on his four-wheel drive, four-wheel steering, design for all types of vehicles. It can now be stated that the assistance has been enlisted of Harry Ferguson, of tractor fame, and a new company has consequently been formed, with the title of Ferguson Research, Ltd.

Another name connected with this project is that of Claude Hill, who has been assisting Freddie for the past year or so as chief design draughtsman. Claude, of course, was for many years with Aston Martins, and was responsible for the winning Spa car the year before last, which was driven by Leslie Johnson and the late St. John Horsfall. The Duke of

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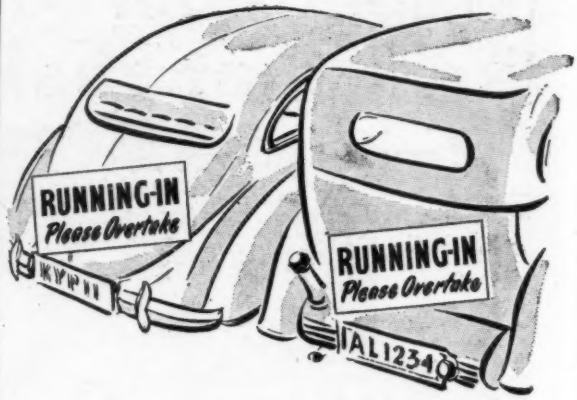

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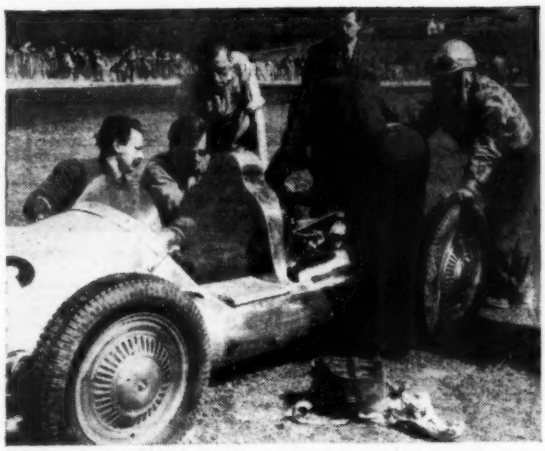

THE SPORT
continued

Spike Rhiando, without his usual smile, looks on as his mechanics investigate the fuel starvation which beset his new Trimax at Brands Hatch last Sunday. The Trimax, which has torsional rubber suspension units to all four wheels, seemed over-geared, but was notably fast on the corners.

Richmond and Gordon is also a director, and Mr. Alan Botwood.

The future productions of the new company should be very interesting; certainly with four well-known racing personalities concerned, it will not be surprising if some, at least, of its activities have a slight connection with racing cars.

THIS weekend, in addition to the Mille Miglia and the B.O.C. opening rally to Prescott, comes a reminder that the trials season has not quite finished, as the Lancashire and Cheshire C.C. are holding their ninth Derbyshire Trial. This trial, which starts and finishes at the Bull-i'-th'-Thorn Hotel, Hurdlow, is scheduled to begin at 10.30 a.m. on Sunday, April 23; the course is about forty miles in length, and members of eight clubs will be taking part.

ON April 29 the Vintage S.C.C. will hold their members-only meeting at Silverstone, with an hour's high speed trial, various half-mile sprints, and seven three- or four-lap races (round the club circuit, of course) for various types of vintage and non-vintage cars. Please note: admission to these meetings is restricted to club members and their guests, so if you are not a member and want to go and watch, get a friend who is a member to apply for tickets for you, or you won't be allowed in. Admission is free to the favoured, but a charge is made for the car park.

CORRECTION to the recent Land's End Trial results: H.R.G. (D. C. Mitchell) should have been credited with a first-class award, and Frazer-Nash (J. H. Leigh) with a second-class award, instead of vice versa. J. A. C.

CLUB NEWS

Vintage Sports Car Club (Northern).—The 21 competitors in the Blubberhouses Trial—a follow-my-leader event run on April 16—turned out in a variety of well-maintained machines, including a 1923 Crossley, a Morris Cowley of the same year, two Lancia Specials and two 30-98 Vauxhalls. The course, which included seven observed sections and two special tests, was a non-chassis-breaker lying over the Yorkshire Moors. Some innocent-looking slopes, however, proved to be treacherously slippery, and good driving was at a premium. Result: 1st Vintage, Lancia 1929 (L. Murray-Austin); 1st Open, Ford V8 (D. S. Rayner); most meritorious performance, Morris Cowley 1923 (R. J. B. Leedall).

Bridlington and D.M.C.—The club, which has recently been re-formed, is now affiliated to the R.A.C., and has established its headquarters at St. Leonards Hotel, York Road, Bridlington. Secretary is Mr. J. C. H. Wildbore.

Brighton and Hove M.C.—Entries for the driving tests, to be held this Sunday, will be accepted on the starting line between 2 and 2.30 p.m. at the club headquarters, 296-8, Madeira Drive Arches, Brighton.

Herts County A. and A.C.—The club is running a speed trial on May 14 to take place at Beechwood Park, near Markyate; it is to be a closed meeting and will cater for racing, sports and saloon cars. The public will be admitted at 2s 6d per person, and cars will be parked facing the course at 5s each. Entries (10s per class) to D. T. Russell, 18, Queens Road, Watford, Hertfordshire.

Aston Martin O.C.—The annual general meeting will be held at The Cock Tavern, Fleet Street, London, E.C.4, on May 24, at 6.45 p.m.

Lancashire A.C.—The venue for the club's annual rally has been changed this year from Blackpool to Morecambe; it will be run on June 10. Although the road mileage will be considerably curtailed (no need to state reason) portions of the old rally route will be included, so that the meat will still be there, in précis form as it were. On arrival at Morecambe, tests will be run on Sandylands promenade, which is being lent to the club for the day by the Morecambe corporation. Secretary of the meeting is J. Taylor, County Bank Chambers, New Market Street, Blackburn; invited clubs are B.A.R.C., Liverpool, Sheffield and Hallamshire, Yorkshire, Lancashire and Cheshire, and Vintage.

Bristol M.C. and L.C.C.—Results of the race meeting for sports, super sports and 500 c.c. racing cars, run last Saturday on Lulsgate Aerodrome, are as follows:—

Class A: 1, Morgan 1,098 (J. M. Sparrowe), 54.93 m.p.h.; 2, Morris 1.086 (W. A. Cleave); 3, M.G. 847 s (J. Moffat). **Class B:** 1, M.G. 1,086 s (R. W. Jacobs), 64.96 m.p.h.; 2, Lester M.G. T.A.C. 1,250 (J. C. C. Mayers); 3, M.G. 1,087 s (F. J. A. Hobbs). **Class C:** 1, Frazer-Nash 1,971 (E. J. Newton), 64.96 m.p.h.; 2, Riley 1,496 (J. T. Scott); 3, M.G. 1,250 (G. E. Phillips). **Class D:** B.M.W. 1,971 (O. Moore), 69.17 m.p.h.; 2, Alfa-Romeo 1,750 s (D. C. H. Hull); 3, Jaguar 3,486 (G. E. Matthews). **Class E: 1,100 Cup,** Morris 1,086 (W. A. Cleave); **1,500 Cup,** H.R.G. 1,496 (J. Buncombe); **2,000 Cup,** Frazer-Nash 1,971 (E. J. Newton); **over 2,000 Cup,** Bugatti 2,261 s (J. E. B. Little). **Class F:** 1, Arengo 497 (J. G. Fry), 63.31 m.p.h.; 2, Cooper 497 (C. D. Headland); 3, Cooper Vincent-H.R.D. 500 (E. M. Martin). **Class G:** 1, Connaught 1,767 (J. Lyons), 55.33 m.p.h.; 2, Morgan 1,098 (J. M. Sparrowe); 3, Bugatti 2,261 s (J. E. B. Little).

Bugatti Owners' Club.—April 22-28 is practice week-end at Prescott, with the Opening Rally on Sunday afternoon added for good measure. The hall will be at the disposal of members during the morning and afternoon of April 22 and the morning of April 23. Number of cars will be limited to 50. On Sunday, members will assemble for the Opening Rally at the Queen's Hotel, Promenade, Cheltenham, at 12.30, for lunch at 1.15 p.m., and will leave for Prescott at 2.30 p.m., where tests will be organized for those wishing to compete. Tea will follow the afternoon's sport at 4 o'clock in the lounge of Prescott House.

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1948	Lanchester 11 Saloon.....	£925
1948	Triumph Roadster.....	£875
1947	Riley 2½ litre Saloon.....	£1,095
1947	Jaguar 3½ litre Saloon.....	£1,050
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and many others

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COMING SHORTLY

APRIL 21.—Mid-Cheshire C.C. Dance and buffet supper, Angel Hotel, Knutsford, Cheshire.
22.—Bentley D.C. Annual general meeting, Simpsons, Strand, London, W.C.2, 4.30 p.m.
22.—Mid-Surrey A.C. Grand Cup Trial.
22-23.—Sunbeam-Talbot O.C. Spring Rally, Blackpool.
22-23.—M.G. Car Club (Midland). Welsh Rally, starting West Bromwich, 10 a.m., finishing Lion Hotel, Criccieth, for dinner. Concours d'Elégance, Promenade, Criccieth, 10 a.m., April 23.
23.—Cemian M.C. Chilterns Cup Trial, starting King's Head, Holtspur (on Beaconsfield - High Wycombe road), 2 p.m., finishing White Hart, Beaconsfield, for tea.
23.—Lancashire and Cheshire C.C. Derbyshire Sporting Trial, starting Bull i' th' Thorn Hotel, Hurdlow (six miles south of Buxton on Buxton-Ashbourne road).
23.—Bugatti O.C. Prescott Rally, Prescott.
23.—Southsea M.C. Inter-club team trial, Hampshire.
23.—Falkirk and D.M.C. Trial, Scotland.
23.—Taunton M.C. Allen Memorial Trophy Trial, starting Smeatharp Aerodrome, 2 p.m.
23.—North London Enthusiasts' C.C. Concours d'Elégance and Pride of Ownership Competition, King's Arms, Stirling Corner, Barnet by-pass, followed by tea and film show at same venue.
23.—**Mille Miglia, Italy.**
28.—Shenstone and D.C.C. Annual general meeting, Fox and Hounds, Shenstone, 8 p.m.
29.—Vintage S.C.C. Race meeting, Silverstone, 12 noon.
29.—Scottish Motor Racing Club, race meeting, Grangemouth.
29.—Kentish Border C.C. Driving tests, Kent.
30.—Gosport A.C. Speed trial, Flight test road, Brockhurst, Gosport, Hampshire.
30.—Rhyl and D.M.C. Trial, N. Wales.
30.—Sunbeam-Talbot O.C. Cotswold Trial, Cotswolds.
30.—**Paris Grand Prix, France.**
30.—**Motor Show, Amsterdam.**

IN BRIEF

Until tomorrow, at the Manchester Austin distributors, Lookers, Ltd., Austin personnel are carrying out road tests of owners' cars without charge and reporting thereon. Various Austin models are on view, including the actual "Dover to Cape Town in 24 days" A.70.

The Dunlop company has sent £5,000 to the Lord Mayor of London's National Thanksgiving Fund.

At a dinner and dance held on April 1, the staff of the six depots of The Car Collection Company, Ltd. were present to celebrate the 21st anniversary of Mr. R. S. Hunter's association with the company.

Mr. W. R. Bishop has been appointed general sales manager for the Sheepbridge Stokes Centrifugal Castings Co., Ltd., British van der Horst, Ltd., of Chesterfield, Derbyshire, Sintered Products, Ltd., of Sutton-in-Ashfield, Nottinghamshire, and the Automotive Engineering Co., Ltd., of Twickenham. Mr. Bishop was previously sales manager of Wellworthy Piston Rings, Ltd.

At the Easter race meeting at Goodwood the following races were won on Dunlop tyres:—Lavant Cup, W. S. Aston, Cooper; 500 c.c. Race, R. M. Dryden, Cooper; Richmond Trophy, Reg. Parnell, Maserati; First Easter Handicap, W. S. Aston, Cooper; Second Easter Handicap, C. G. H. Dunham, Alvis; and the Third Easter Handicap, J. Duncan Hamilton, Maserati.

Mr. W. E. Buskard has retired from the board of E.N.V. Engineering Co., Ltd., Willesden, London. Mr. E. B. Wilson has been appointed assistant managing director and Mr. W. A. Roy works director as from April 1.

The directors of Super Oil Seals and Gaskets, Ltd. recommend a final dividend of 25 per cent actual, less tax at 9s in respect of the year ended December 31, 1949. This makes 40 per cent for the year.

Charming Oslo 1949, *Happy Norway to You* and *Smiling Bergen* 1949 are three illustrated and descriptive books for travellers in Norway, published by Eides Forlag A.S. of Bergen. The books are obtainable from Bailey Bros. and Swinfen, Ltd., Minerva House, 26-27, Hatton Garden, London, E.C.1. *Happy Norway* is 12s 6d, and the others 10s.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15394.—1934 12.95 h.p. Triumph Gloria
"C. V. E."—All possible information and a handbook.

No. 15395.—1934 Austin Ten
"E. P. W."—Hints and tips on maintenance and also a handbook.

No. 15396.—16 h.p. Steyr
"E. W. J. R."—Will anyone exchange experiences and supply a handbook?

No. 15397.—1934 Riley Fourteen
"J. O'D."—Advice on fuel consumption, tuning carburettor, any other hints and tips and also a handbook.

No. 15398.—1937 Morris Eight
"J. C. D."—Hints and tips on decarbonizing, valve grinding, and general tuning of engine; also a handbook.

No. 15399.—1932 1½-litre Invicta
"F. H. M."—Information as to valve and ignition timing, tappet clearances, jet setting for Zenith Type 36 VI-2 carburettor.

No. 15400.—1938 Standard Ten
"E. H. W."—All possible information and a handbook.

No. 15401.—1932 K.9 Triumph
"R. P."—Hints and tips on rebuilding, also a handbook.

No. 15402.—1935 Talbot 105
"R. C. W."—General information and a handbook.

No. 15403.—Handbooks Required
"C. J."—1933 16 h.p. S.S.I.
"N. L."—1932 Standard Little Nine.
"C. B."—1932-34 12 h.p. Wolseley Hornet.
"J. S."—B.S.A. Scout, Series 4.
"D. M. J."—1934 PA-type M.G. Midget.
"M. W."—1930 Austin Twelve Burnham.
"T. J. A."—1934 fluid flywheel model B.S.A. Ten.
"J. D. R."—1937 Talbot 105; also a wiring diagram.
"W. D."—1933 Riley Nine Monaco.
"G. B."—Triumph Dolomite.
"J. H. T."—1939 Riley Nine Monaco.
"A. L. N. B. W."—1932 Morris Eight.
"W. J. B."—1932 Rover Ten.
"G. G."—1928-30 Austin Seven.

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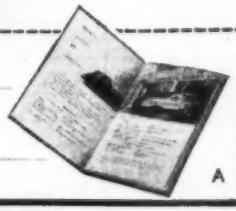

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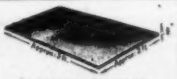

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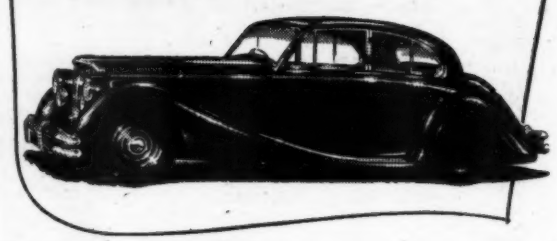

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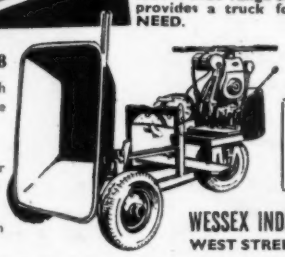

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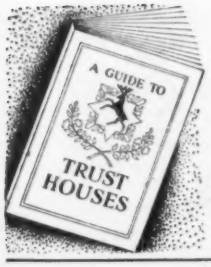

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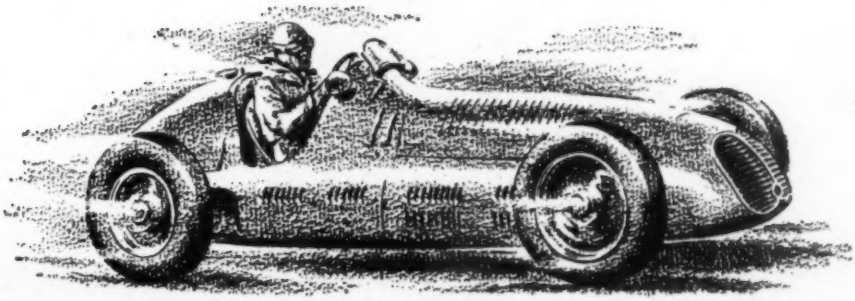

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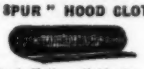

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1948 December	**TRIUMPH** Roadster, champagne, red leather, 10,000 miles, choice of two	£995
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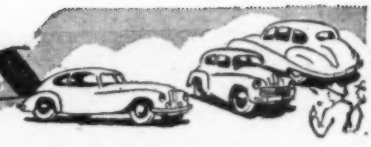

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ALVIS

1949 (February) Alvis 14hp Tickford drop head.—Anthony Crook Motors, Caterham Hill, Surrey. Tel. 466. [8508

£325.—Alvis 1934 Speed 20 Charlesworth drop head coupe, excellent condition.—Liberty 2959. After 6, Molesey 5399. [8256

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ARCHIE SIMONS & Co., Ltd., Alvis 4.3-litre 4-door saloon by Charlesworth, £450; factory overhaul, £795.—94, Great Portland St., W.1. Lan. 1343. [7754

1939 Alvis 12/70 de luxe sports saloon, in very good condition, unused since 1947.—Vandervells, 215 Haverstock Hill, N.W.3. Primrose 4441. [4811

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1934 Alvis Speed 20, condition immaculate, interior and exterior; this car has been maintained at all times regardless of cost, fitted spotlight, telecontrol, shock absorbers and various other extras, has to be seen to be appreciated; £425.—Simpsons Motors (Wembley), Ltd. (American car specialists), Wembley 3903. [7234

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ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914

WANTED.—Alvis cars, post-war saloon and coupe models; send all details to:—

ARNOLD O. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014-5. [0025

S. F. ERSKINE & Sons, Alvis distributors of Woking, invite details of late models for disposal.—Woking 330. [0697

Alvis Cars Wanted

1948-9 Alvis wtd. for customer.—Tel. or write. Low Fell Motor Co., Durham Rd., Gateshead-on-Tyne, 9. 75532. [8234

ALVIS Speed 25 or short chassis 4.3-litre saloon or drop head wanted, special coachwork preferred; please state price.—Box 3766. [8487

ERIC HAYES, Ltd., urgently require low-mileage, post-war Alvis.—22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. [6898

CHARLES RICKARDS, Limited, wish to purchase good pre-war Alvis cars.—56, Bayswater Road, London, W.2 Paddington 1820. [7702

G. W. WILKIN, Ltd., of Kingston-on-Thames, are keen buyers of Alvis in good condition. Alvis agents for sales and service. Kingston 2241. [6597

1948-9 Alvis; please give particulars and price. A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0494

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. May. 6266. Service Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [6361

URGENTLY wanted for client, low mileage Alvis 14hp drop head coupe.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [1943

CAMDEN MOTORS require to purchase Alvis 12-70s, saloons and drop heads, 1938-46, in good clean condition; write, call or 'phone, stating price required.

CAMDEN MOTORS, Ltd., the best Alvis buyers, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [7925

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams. "Alviscar Gold London."

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, "Alvis, Coventry."

CHARLES FOLLETT, Ltd.—Alvis specialists.

SHOWROOMS.—18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8366

KINGSTON-ON-THAMES.—Sales, Service and Spares. —G. W. Wilkin, Ltd., Weston Park and 94, Eden St., Kingston 2241. [1585

JAMES H. GALT, Ltd., Alvis distributors for Scotland. Works, 71-75, Dobbie's Loan, Glasgow, C.4. Tel. Douglas 0638. Comprehensive spares and service. [0730

AMERICAN CARS

1949 model Kaiser 4-door saloon, fitted radio, spot lamps, etc., mileage 860 only, a unique opportunity to secure an American car in new condition.

DON EVERALL, Ltd., Cleveland Road, Wolverhampton. Tel. 23212 [7181

ARMSTRONG SIDDELEY

CAR MART, Ltd.

ARMSTRONG 16 1947 Typhoon saloon, radio, heater, 16,000 miles; £1,025.

ARMSTRONG 16 1947 Hurricane coupe, 6 months' guarantee; £975.

ARMSTRONG 16 1947 Lancaster saloon, 6 months' guarantee; £895.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [7882

NEWNHAMS, Ltd.

1947 (Dec.) Armstrong Siddeley Hurricane, black with brown; low mileage; most carefully used.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [8032

TOM GARNER, Ltd., offer

1949 series (Nov., 1948) Armstrong Siddeley Hurricane coupe, grey with blue leather, 200 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7707

PASS & JOYCE, Ltd., offer:—

1948 Armstrong Siddeley Typhoon sports saloon, blue, with blue leather, synchromesh gear box, one owner.—184, Gt. Portland St., W.1. Museum 1001. [4763

CHARLES FOLLETT, Ltd., offer:—

1948 Armstrong Siddeley Typhoon 2-door saloon, black, brown leather, 1 owner, 12,000 miles, really exceptional condition; £1,095.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [7874

S. G. SMITH (MOTORS), Ltd., offer:—

1947 (November) Armstrong Siddeley, nominal mileage, fitted radio and heater, unrepeatable; £875; selection of 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., London, S.E.22. New Cross 4444. [8344

1946 (November) Armstrong Siddeley Hurricane coupe, taxed, wireless, heater, excellent condition; £775.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [6437

1938 Armstrong Siddeley Town and Country saloon, 17hp; £230 for quick sale.—Collins, 69, Maybank Rd., E.18. [8247

1938 14 Armstrong saloon, black, brown leather, fitted radio, good tyres, in exceptional condition throughout; £395.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [9623

£295.—August 1938 Armstrong Siddeley 14hp de luxe saloon, bargain.—Traynor Motors, Ltd., East Ham. Grangewood 2530. [8323

1946 Armstrong Hurricane, in extremely nice condition; £745.—Birkett Motors, Ltd., 72-74, High Rd., South Woodford, E.18. [8448

350 miles only; 1947 Armstrong Hurricane, colour fawn with brown leather; £1,100.—Emlyn Garage, Newcastle-Emlyn. Tel. 245. [7841

CENTRAL GARAGE, Croydon, offer 1947 Armstrong Siddeley, Lancaster saloon, maroon, small mileage; £995.—Central Garage. Tel. Croydon 464. [5180

ARMSTRONG SIDDELEY

1939 Armstrong Siddeley saloon, 25hp, blue; £485.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8374

1947 (May) Hurricane coupe, 15,000 miles, fawn, brown leather upholstery, heater, twin fog lamps, excellent condition throughout; £750.—Box 3751. [8378

ARCHIE SIMONS & Co., Ltd., 1937 series Armstrong Siddeley 25hp 7-passenger limousine, face-forward seats, ideal hire car; £495.—94, Gt. Portland St., W.1. Lan. 1343. [7755

£450.—1937 Armstrong 25 limousine, forward facing occasionals, in good condition, one previous owner.—Brown's Garage, High Rd., Loughton 3838, Essex. [7308

7500 miles.—1947 (July) Armstrong Siddeley Typhoon saloon, fawn, one owner, faultless (trade enquiries only please).—Ernest Sutton, Cleeve Hill (Cheltenham) 95. [8166

1936 17hp Armstrong Siddeley 4-door saloon, sliding head, preselector gear, coachwork in first-class condition, good tyres; £295.—B. Gibson (Thorpe), Ltd., 131, Thorpe Rd., Norwich. [7601

1050 gns.—Armstrong Siddeley 1947 (registered Oct., 1948) Typhoon 2-door sports saloon, black, fawn cloth, synchromesh, one private owner, 3,670 miles, unworn tyres, very carefully used, practically new condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Armstrong Siddeley 1936 17hp long chassis 7-passenger limousine, black, front leather, rear Bedford cord, sliding partition, face-forward occasionals, preselector, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Armstrong Siddeley 1937 25hp 4-door touring saloon, black, sliding head, green leather, preselector, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8182

1948 (October) Armstrong Siddeley Typhoon saloon with heater, loose covers, built-in jacks, etc., 10,000 miles, an immaculate car with our guarantee.—J. R. Inwards, Ltd., High St. Ruislip 3033-4-5. [8509

MAYFAIR GARAGES, Ltd.—June, 1938, 14hp 4-door 6-light saloon de luxe, with sliding head, black, blue hide interior, preselected gear box, all good tyres, built-in trickle charger carefully maintained and in outstanding condition throughout, 3 months' guarantee; £365.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. [8460

H. F. EDWARDS offer exceptional 1947 (October) Armstrong Siddeley Typhoon saloon, black and chromium, maroon leather interior, an absolutely spotless and immaculate low mileage car; offered with written guarantee at £985; exchanges, terms.—H. F. Edwards, 154, Gt. Tichfield St., W.1. Langham 0012. [8058

LIMOUSINES, 1938/1939, Long-25, partition, widest occasionals, black, genuine low mileage, privately owned. £795.—Below.

9000 genuine mileage, 1939 Long-17hp-partitioned, blue leather Limousine, forward occasionals, unquestionable condition throughout, also selected carriages, from £585.—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [8082

Armstrong Siddeley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—150, Park Lane, W.1. Grosvenor 3434. [0951

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041 [illegible]

J. R. INWARDS, Ltd., are anxious to buy Armstrong Siddeley Hurricanes.—High St., Ruislip 3033/4/5. [0900

MARSTON MOTOR Co. Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd. Tottenham N.15 [0183

1948-9 Lancaster wtd.—Tel. or write, Low Fell Motor Co., Durham Rd., Gateshead-on-Tyne, 9. 75532. [8232

LANCASTER or Hurricane coupe wanted, nominal mileage only.—Angior, 140, Golders Green Rd., London, N.W.11. [0529

HENLYS, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843 [0601

WANTED, 1938-9 Armstrong Siddeley 14-17hp saloon; must be immaculate.—B. & H. Motors, South Mimms, Herts. South Mimms 2231. [7771

Armstrong Siddeley Spares and Service

JOHN BRODRICK, Ltd

100% Armstrong Siddeley service.

ONE of the largest stockists in the Country, and repairs carried out by Siddeley trained mechanics who are second to none

ORIGINAL Armstrong Siddeley Depot, Roseville Road, Leeds, 8. Tel. Leeds 20109. [0293

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169 Fulham Rd. S.W.3. Kensington 7301 [0235

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8. have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0602

SPARES for all models.—Pre-selector gear box overhauls and reconditioning a speciality.—Hamtune Motors, Ltd., Northants Distributors. Works: Park Garage, Weston Favell, Northampton. Tel. 2107. [2068

ASTON MARTIN

BROOKLANDS,

ASTON MARTIN distributors for London, offer:—

1949 2-litre drop head coupe, speedometer reading 3,400 miles, colour blue with grey leather; car as new and carrying maker's guarantee.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [8095

ASTON MARTIN

FRIARY MOTORS, Ltd.

1935 1½-litre Aston Martin Ulster 2-seater, finished green, polished front axle, good condition; £450.

STRAIGHT Rd., Old Windsor. Tel. Windsor 1100. [7856

CASS'S MOTOR MART.—1938 Aston Martin 15/98 2-seater, 33,000 miles; £575; written guarantee.—5, Warren St., W.1. Euston 4110. [6526

1949 2-litre d.h. sports coupe, 2-3-seater, with emergency 2 seats in rear, specially tuned and fitted Spa type engine, competed in 1949 Le Mans 24-hour race, finishing 4th in 2-litre class (67.70mph) and 11th in whole field, fitted many extras, perfect condition in every detail, painted green grey, leather upholstery; seen London; offers.—Robert Lawrie, 54, Seymour St., Marble Arch, W.1. [8311

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 1100.

CASH immediately for good Aston Martin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6062

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High. St. (Hampstead Tube). Ham. 6041. [0917

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 1100. [1366

ATALANTA

1939 V12 Atalanta 4-door sports sedanca saloon by E. D. Abbott, one owner since new, genuine low mileage, maintained and kept in most splendid condition; £625.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [7787

AUSTIN SEVEN

ACE SERVICE STATION (LONDON), Ltd., offer:—

1936 Austin 7hp saloon, very good condition; £175.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [7865

1937 Austin 7 saloon, excellent condition; 189gns. —77, Hampden Rd., Hitchin. [8300

1936 Austin 7 Ruby saloon, taxed, insured, splendid condition, sunshine roof, good tyres; £175.—26, Woodland Way, Morden, Surrey. [8278

195 gns.—Austin 7 1937 Ruby de luxe saloon, maroon and black, maroon leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8183

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0918

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3132

AUSTIN EIGHT

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 8 saloon de luxe, 8,000 miles; £595.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [8514

JAMES SIMPSON (SALES) offer:—

1947 Austin 8 saloon, one owner, a most beautiful car, 9,000 miles only; £575.—244, Brompton Rd., S.W.3. Ken. 3315. [8406

1948 (October) Austin 8, immaculate; £495.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [8399

1946 Austin 8hp saloon, in immaculate original condition, 12,000 miles only, one owner; £500.

HILLINGDON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [7860

1947 Austin 8 saloon de luxe; £560.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [7397

£460.—1946 Austin 8 saloon, nominal mileage, one owner (choice of 2).—Makin & Harrison, 492-496, Chiswick High Rd., W.4. Chiswick 0558-2619. [5974

1939 Austin 8 4-seater roadster, recent £100 overhaul, new tyres, battery, in splendid condition throughout, laid up during war; £285.—42, Exeter Rd., Cricklewood. Gladstone 4691. [8263

1947 Austin 8 saloon, black, brown leather; small mileage, in perfect order; 3 months' guarantee; £575.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Battersea 1166. [8055

£235 cash or £75 deposit. 1946 registered Austin 8 4-seater tourer good hood and screens smart appearance, economical performance; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [5583

Austin Eight Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

I REQUIRE post-war Austin 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [7660

POST-WAR Austin 8 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0851

AUSTIN 8 saloon, post-war.—Mac, 12, Bramble down Rd., Wallington, Surrey. Wallington 6397. [4183

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St (Hampstead Tube). Ham. 6041. [0919

SELL your Austin 8 to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [4553

Austin Eight Cars Wanted

1937-1948 Austin 8 saloon urgently required. —Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [6459

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3133

AUSTIN TEN

M.B. MOTORS offer:—

1938 Austin 10 Cambridge saloon, black, very good condition throughout; £325.

1946 model Austin saloon, black, one owner; bargain, £495.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [7858

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 10 saloon de luxe, 11,000 miles; £695; (choice of three).

1946 Austin 10 saloon de luxe; £595.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [8515

S. G. SMITH (MOTORS), Ltd., offer:—

1946 Austin 10 black, brown leather upholstery, nominal mileage; £585; selection of 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., London, S.E.22. New Cross 4444. [8345

1938 Austin 10 Cambridge saloon, like new; £335.

MAGDALEN MOTORS, 311, Trinity Rd., S.W.18. Bat. 5573. [7454

AUSTIN 10 for sale, registered 1946; offers.—Box 3769. [8499

£175.—1934 Austin 10hp 4-seater cabriolet, exceptional condition throughout.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [8310

1946 Austin 10, excellent condition; £590.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [6911

1940 model Austin 10 saloon, carefully maintained. —Autowork, Ltd., Winchester. Tel. Winchester 4834. [7763

L. F. DOVE, Ltd., offer: 1938 Austin 10 4-door saloon, far above average; £385.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [8350

AUSTIN 10 1937 Cambridge saloon, very good condition throughout; £325.—Pantiles Service Garage, London Rd., Guildford. Tel. 5326. [7479

1947 Austin 10 black saloon, new engine, good condition, 38,000 miles; £550 or nearest offer.—Wright, Cartref, Aberdovey. [7720

£235.—Austin 10 1936 drop head coupe, really excellent original condition throughout, mechanically super, new hood; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park. Park 5066-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [7625

1947 Austin 10 saloon (Aug., 1947), low mileage, colour black with brown upholstery, nice condition, taxed.—Logsdon, Royston, Herts. [7840

£110 or by instalments.—1934 Austin 10hp saloon, 3 months' written guarantee; £110.—Stuart Wilton, 353, Finchley Rd., N.W.3. Hampstead 5712 and 8532. [8425

£675.—1947 Austin 10 saloon, 17,000 miles, radio, one owner, as new throughout.—Makin & Harrison, 492-496, Chiswick High Rd., W.4. Chiswick 0558-2619. [5975

325 gns.—Austin 10 1937 model Cambridge de luxe 4-door saloon, black, sliding head, green leather, very good condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Austin 10, May, 1936, Sherborne de luxe 4-door saloon, green and black, sliding head, green leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8184

1946 (July) Austin 10 saloon de luxe, black, brown leather, one owner, excellent condition throughout; £560.—Tanner Bros., 871/875, Fulham Rd., S.W.6. Renown 4494. [8529

£265.—1938 Austin 10 Cambridge saloon de luxe, one owner, excellent running order, engine recently reconditioned, bodywork good and completely free from rust; any trial, terms, exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [8144

1939 Austin 10 saloon, in exceptionally good condition, new tyres, sun roof, leather upholstery, body, paintwork, etc., in perfect condition; £395.—Munday Cars, 35, Woodford Ave., Ilford. Valentine 4830. [8438

£325.—1938 Austin 10 de luxe saloon, original immaculate condition, carpets, etc., as new, taxed year, one owner only since new, superb mechanically.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [8021

Austin Ten Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953

SELL your Austin 10 to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [4554

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

ALLERY & BERNARD, Ltd., require a number of post-war low mileage Austin 10 cars; cash on sight. —372, King's Rd., S.W.3. Fla. 7345. [7418

1937-1948 Austin 10 saloon urgently required. —Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [6458

STEELE GRIFFITHS & Co., Ltd., 295, Camberwell New Rd., S.E.5, urgently require a large number of 1946 and 1947 Austin 10s, low mileage essential.—Tel. Rodney 2201-6. [7366

Austin Ten Cars Wanted

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5840

AUSTIN A40

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Austin A40 Devon saloon, leather upholstery, complete with radio and heater, an excellent motor car; £895.

AUSTIN A40 Devon saloon, first registered March, 1949, colour grey, brown leather upholstery, mileage 9,000, immaculate motor car; £875.

AUSTIN A40 Devon saloon, colour green, brown leather upholstery, first registered January, 1949, mileage 5,500; £895.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444 [6498

CAR MART, Ltd.

LONDON distributors.

AUSTIN A40 1949 Dorset saloon, heater, 3,000 miles; £875.

AUSTIN A40 1949 Devon saloon, 3,000 miles; £895.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [7883

TOM GARNER, Ltd., offer

1949 series Austin A40 Devon saloon, Vista grey with beige leather, sun roof, heater, etc., 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7708

PHILIP RICKARDS, Ltd., offer:—

1949 Austin A40 Devon, green/beige, 9,000, radio, heater, sun roof.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [8009

WARWICK WRIGHT, Ltd., offer:—

1949 Austin A40 Devon saloon, grey, buff leather, 7,000 miles; £915.

1948 Austin A40 Devon saloon, maroon, beige, leather, 5,000 miles; £875.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8128

S. G. SMITH (MOTORS), Ltd., offer:—

1949 Austin A40, 6,000 miles only, fitted radio and heater and many other extras; £875; selection of 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., London, S.E.22. New Cross 4444. [8342

RUSSELL MOTORS (Knightsbridge), Ltd., OFFER the following:—

1949 Austin A40, 3,000 miles only, any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 9288. [5804

1949 Austin A40 Devon saloon, blue, sun roof, heater, mileage 6,000; £865.

H. C. PAUL, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0621-2. [7795

1949 Austin A40 pick-up, 10,000 miles, as new.—Riseley Garage, Riseley, Berks. Tel. Reading 83147. [8419

AUSTIN A40 Devon, mileage 14,000, faultless; £825.—Pantiles Service Garage, London Rd., Guildford. Tel. 5326. [7478

GORDON CARS (LONDON), Ltd.—1949 Austin A40 Devon saloon, grey, 13,000 miles, exceptional condition. Below.

GORDON CARS (LONDON), Ltd.—1948 Austin A40 Dorset saloon, fawn sun roof, 11,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [7929

1949 Austin A40 4-door saloon, black with beige leather.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [7764

1949 Austin A40 Devon saloon, in brand new condition, for immediate disposal; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6368

1949 Austin A40 Dorset saloon (Feb., 1949), mileage 2,063, sliding head, colour Portland grey.—Logsdon, Royston, Herts. [7839

1949 A40 Austin four-door saloon, radio, heater, low mileage; £850.—Gavin Fairfax, Ltd., Virginia Water, Surrey. Tel. Wentworth 3154. [8339

AUSTIN A40, April, 1949, 10,000 miles; H.M.V. radio, heater, seat, covers, perfect, as new; £825.—Sloane, 15, Totnes Walk, N.2. Tudor 4528 after 7 p.m. [7725

1949 (March) A40 4-door saloon, heater, grey; £895; guaranteed spotless, licensed half rate, mileage 3,000.—Cranmore. Tel. 2040 Potters Bar. [7774

AUSTIN A40 Dorset saloon, first registered November, 1948, 6,700 miles, faultless, taxed; £835.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [7676

1949 Austin A40 Devon saloon, sunshine roof, heater, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7830

1949 Austin A40 Devon sun saloon, fitted radio and heater, 6,000 miles, beige; £850.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [8155

£840.—Austin A40 Dorset de luxe saloon Portland grey, sliding roof, heater, low mileage, taxed December, one owner.—Robbins, East Putney. Tel. 4581. [6040

1949 (March) Austin A40 Devon, grey, sun roof, heater, 7,000 mls.; £875.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7969

1949 Austin A40 Devon saloon, finished grey, beige leather, one owner, as brand new.—Seymour & Clements, Ltd., 39, Watford Way, Hendon Central, N.W.4. Hendon 2146. [7345

£845.—1949 Austin A40 Devon four-door saloon, black, beige upholstery, unblemished, nominal mileage only, heater, etc.; hire-purchase if required on deposit as low as £212.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [7929

AUSTIN A40

1949 Austin A40, steel grey fitted heater, 4-door saloon, sun roof, 12,000 miles, exceptionally fine car; £835.—Steele Griffiths, Camberwell, London, S.E.5. Rodney 2201-6. [8451

1949 Devon 4-door sun roof saloon, blue with blue upholstery, 990 miles, unblemished.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [7797

1948 (November) Austin A40 Dorset saloon, fawn, sun roof and heater, one owner, diplomat, car indistinguishable from new; £785.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6506

1949 (March) Austin A40 Countryman estate car, grey, 9,000 miles, one owner, genuinely like new throughout; £825; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [7946

Austin A40 Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—297, Euston Rd., N.W.1. Euston 1212. [0957

ROWLAND SMITH S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0912

R. C. WIMBUSH, Ltd., wish to purchase Austin A40 cars.—312 Earl's Court Rd., S.W.5. Fremantle 8401/2. [8039

AUSTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6392

AUSTIN TWELVE

PRIDE & CLARKE, Ltd., offer:—

1947 Austin 12 saloons, choice of two, low mileage, excellent condition; £675 and £695; terms, exchanges, list.—237, Brixton Hill, S.W.2. Tul. 3664. [8341

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 12 saloon de luxe, 14,000 miles, black; £825; (choice of two).

1946 Austin 12 saloon de luxe; £755.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [8516

1937 Austin 12 Ascot de luxe saloon; £350.

MAGDALEN MOTORS, 311, Trinity Rd., S.W.18. Bat. 5573. [7453

12hp Austin saloon, 1939 model, finished black with brown interior; £350.

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [7681

£375.—1939 Austin 12-4 de luxe saloon, blue-black, really clean condition, good tyres.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8469

1939 Austin 12 saloon, first-class throughout; £395.—Grove Motors, North Rd. Southall 3477. [7354

1938 Austin 12, in perfect condition; £375.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [2466

1946 (Oct.) Austin 12 saloon, navy with blue upholstery, 13,000 miles, immaculate; £750.—Box 3754. [8381

£375.—1939 (June) Austin 12 saloon, one owner since new; fine car.—362, Upper Richmond Road, E. Sheen. [8041

£575.—1939 Austin 12-4 long chassis 7-seater limousine.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [7765

1947 model Austin 12 saloon, black/brown, excellent condition; £725.—Riseley Garage, Riseley, Berks. Tel. Reading 83147. [6114

1937 Ascot, black, brown upholstery, sound throughout; £325.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [8428

GORDON CARS (LONDON), Ltd.—1947 Austin 12 saloon, choice of two, black/brown leather excellent order.—Gordon House 373, Euston Rd., N.W.1. Euston 6611. [7928

1939 Austin 12-4, very clean car, interior and exterior, mechanically perfect; £395.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [7857

1939 Austin 12, in superlative condition, blue leather upholstery, sliding roof, fitted Ace wheel discs, tyres as new, the whole car is in really genuine condition and is offered at £495.—Munday Cars, 35, Woodford Ave., Ilford. Valentine 4830. [8436

1938 (April) Austin 12 de luxe saloon, black, brown leather, most attractive appearance, excellent performance, thoroughly recommended; offered with written guarantee at attractive price; written guarantee, exchanges, terms.—H. F. Edwards, 172, Kingston Road, Ewell, Surrey. Ewell 5101. [6060

Austin Twelve Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297 Euston Rd., N.W.1. Euston 1212. [0954

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted. —Motourists (London) Ltd., East Finchley Station, N.2. Tudor 2301-2. [0094

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5841

AUSTIN FOURTEEN

£265.—1936 series Austin 14 special Greyhound sports saloon, clean condition and smart appearance.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8478

AUSTIN SIXTEEN

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

AUSTIN 16hp saloon, first registered October, 1948, colour black, leather and cloth upholstery, complete with radio and heater, disc wheels, sliding roof, an immaculate motor car in every respect; £950.—W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6499

CAR MART, Ltd.

LONDON distributors.

AUSTIN 16 1949 saloon, 8,000 miles; £985.

AUSTIN 16 1946 saloon, 16,000 miles; £765.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [7884

TOM GARNER, Ltd., offer

1948 Austin 16 sun roof saloon, black with brown leather, radio, etc., 13,000 miles.—TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7709

WIMBUSH for good Austins.

1947 (Oct.) Austin 16 saloon, 11,000 miles by one owner, colour black with brown upholstery, an exceptional car; £885.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [6778

H. A. SAUNDERS, Ltd., offer:—

1949 Austin 16 saloon de luxe, 7,000 miles, radio, heater, etc.; £995.

1948 Austin 16 saloon de luxe, 11,000 miles; £895.—H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [8517

McKINNON MOTORS, Ltd., offer:—

1949 Mar. Austin 16 saloon, green, brown hide, heater, 4,020 miles, spare unused; £1,025.

1948 Aug. Austin 16 saloon, green, brown hide, radio, heater twin Notek spot lamps, taxed full rate Dec., one owner, 11,000 miles in unbelievable condition; £950. Extended terms, six months' guarantee.—McKINNON'S, Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [7696

1946 Austin 16 saloon, blue with blue leather, fitted radio and foglamp, low mileage, excellent condition; £695.—JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441 [6482

1949 Austin 16 saloon, in brand new condition, for immediate disposal; trade enquiries welcomed.—MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6389

1949 Austin 16 saloon, 5,000 miles, colour black with brown upholstery, as new.—Logsdon, Royston, Herts. [7838

1948 July, Austin 16 saloon de luxe, excellent condition; £875.—Wood & Lambert, Ltd., 49, Stamford Hill, N.16. Sta. 3434. [8054

£935.—Austin 16, Dec. 1948, saloon, blue leather throughout, H.M.V. radio, low mileage, as new.—Robbins, East Putney. Tel. 4581. [6037

£185.—Austin 16, 1934, recellulosed black, new easy-clean wheels, new tyres, mechanically perfect, carefully used.—Tel. Beckenham 1814. [8299

1947 16hp Austin saloon, dark blue, 17,000 miles, wireless, spotlight, perfect in every detail.—Offers to Mr. F. Haighton, Elm House, Nantwich. Tel. 5315. [8397

£795!—1947 Austin 16 saloon, black, brown leather, beautiful condition, very low mileage, fitted radio, heater, etc., etc., outstanding opportunity at the price.—CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Easy and confidential hire purchase, part-exchanges, free delivery. Write for 18-page stock list of over 300 fully guaranteed used cars. [7913

1948 Austin 16hp saloon, black/brown leather, sun roof, one owner, immaculate condition throughout; £865.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [4809

1948 (April) Austin 16hp de luxe saloon, black, brown leather, guaranteed 7,000 mls.; £890.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912 [7968

650gns, unrepeatable bargain!!—1946 Austin 16 saloon, mileage 23,000, £10 tax, interior heater, as new; £230 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [5024

16hp saloon, 1948, black, brown hide upholstery, one owner, radio, heater, Ace discs, loose covers, low mileage, faultless condition; £925.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011 [7796

1933 Austin 16hp saloon, just had extensive overhaul and re-cellulosed black, tyres almost new; whole car in really exceptional condition; £225 or near offer.—Iver Service Garage, High St., Iver, Bucks. Tel. Iver 161 [6577

Austin Sixteen Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 16 cars.—297, Euston Rd., N.W.1. Euston 1212. [0955

POST-WAR Austin 16 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0852

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St (Hampstead Tube) Hampstead 6041. [0922

R. C. WIMBUSH, Ltd., wish to purchase good Austin 16 cars.—312, Earl's Court Rd., S.W.5. Fremantle 8401/2. [8038

1948-9 Austin 16 wtd.—Tel. or write, Low Fell Motor Co., Durham Rd., Gateshead-on-Tyne, 9. 75532. [8235

URGENTLY wanted for client, low mileage Austin 16 saloon.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad 3075-6. [1944

Austin Sixteen Car Wanted

ALLERY & BERNARD, Ltd., require a number of post-war low mileage Austin 16 cars; cash on sight.—372, King's Rd., S.W.3. Fla. 7345. [7419

AUSTIN 16 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd E. Finchley Station, N.2. Tudor 2301-2. [6393

AUSTIN A70 & A90

WARWICK WRIGHT, Ltd., offer:—

1948 Austin A70 saloon, black, beige leather, 3,000 miles; £1,195.—WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8129

AUSTIN EIGHTEEN

AUSTIN limousine 7-seater, 1935-6, 18hp, good running order, condition; £275.—Gla. 2035. [8495

£295.—Austin 18hp Hertford de luxe saloon, bargain.—Traynor Motors, Ltd., East Ham, Grangewood 2530. [8324

1938 18hp Austin Iver limousine, face forward seats, leather.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [7959

1936 Austin 18 saloon, good cond., clean interior, mechanically 100%; £175. — The Lynch Garage opp. G.P.O., Uxbridge, Middx. Tel. 122. [6364

1939 7-passenger with division, privately owned, very moderate mileage, unscratched and as brand new; £775.—White Cottage, Hyde Heath, Amersham, Bucks. Chesham 254. [8260

395gns.—Austin 18, August, 1936, York 7-seater saloon, black, sliding head, blue leather, face-forward occasionals, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

365gns.—Austin 18 1937 Tickford all-weather drop head saloon, dark blue, blue leather, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8185

ROSE & YOUNG, Ltd., offer: 1938 Austin Iver 7-passenger saloon, exceptional condition throughout.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [6485

R. C. MORTLAKE offers:—1937 Austin 18 Chalfont limousine, division, face-forward seats, new set of tyres; also 1937 York 7-passenger saloon, one private owner, immaculate, blue, blue leather convenient hire-purchase terms.—253, Kensal Rd., W.10 Ladbroke 3155 [2846

SEVEN SEATERS 1936/1937 Saloons-Limousines, forward occasionals, desirable condition throughout, from £450.—Below.

SEVEN SEATERS 1938/1949 Saloons, selected carriages, leather throughout, black, excellent tyres, certified mechanically.

LIMOUSINES 1938/1939 selected carriages, Ivers, also Gordon partitioned Coachwork, 7-forward, leather throughout, black, really excellent condition. £835.

HEARSE 1938/1939 Long chassis 5-door 6-bearer 1950 streamlined Coachwork, lavishly equipped, mechanical guarantee certificate, reasonable cost. Immediate Delivery. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [8083

Austin Eighteen Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.— 297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

7-SEATERS 1937/38/39 also Norfolk Saloons required, maximum paid. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [2888

AUSTIN 18hp 7-seater limousines and saloons wanted, good condition, distance no object.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [0877

AUSTIN TWENTY

AUSTIN 20 7-seater enclosed drive, in leather, new tyres, good chassis and coachwork, smart appearance, 1930 model, black; £135.—Kingston Hill Motor Works, Surrey. Tel. Kingston 3116. [8330

HEARSE 1937/1938 streamlined 5-door-6-bearer 1950 Coachwork, mechanical guarantee certificate, reasonable cost. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [8084

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041 [0925

7-SEATER Limousines 1937/1938-also 28hp—details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [2884

AUSTIN TWENTY-FOUR

LIMOUSINE 1938-9, 7-seater, Austin 24hp, one owner, private.—Write BCM/NZA, London, W.C.1. [8108

1937 Jaguar 20hp sports saloon, exceptional condition.—Write BCM/NZA, London, W.C.1. [8109

£195.—1933 Austin 24hp long chassis 7seater, division, etc., face forwards, immaculate condition throughout.—BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8475

AUSTIN A125 and A135

CAR MART, Ltd.

LONDON distributors.

AUSTIN Sheerline 1949 saloon, 5,000 miles; £1,685.

AUSTIN 135 Princess 1949 saloon, 2,000 miles; £1,975.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [7885

GORDON CARS (LONDON), Ltd.—1948 (Aug.) Austin Princess saloon; indistinguishable from new. Below.

GORDON CARS (LONDON), Ltd.—1949 (Jan.) Austin Sheerline saloon, grey, 8,000 miles new condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [7930

AUSTIN Sheerline de luxe (March, 1949), negligible mileage, whole car looking like new, taxed year, one owner; offered at particularly low figure for quick sale; terms, exchanges.—A. E. PALMER MOTORS, Ltd., 12, Church St., Luton 1422. [8423

AUSTIN A125 and A135

ROSE & YOUNG, Ltd., offer Austin Sheerline saloon, excellent condition throughout; £1,575.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5753

AUSTIN Princess saloon, 1949, just out of covenant, 3,000 miles, in perfect order and condition, three-carburettor engine and high ratio back axle; offers over £2,000.—Apply J. K. Bibby, King Edward St., Liverpool, 2. [6273

Austin A125 and A135 Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297 Euston Rd., N.W.1. Euston 1212. [0352

AUSTIN MISCELLANEOUS

NEWNHAMS, Ltd.

1949 Austin Sheerline saloon; black with beige; low mileage; carefully maintained.

1949 Austin A40 saloon; beige; 3,000 miles; very carefully used.—NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [8033

REGIONAL DISTRIBUTORS.

HIRE car and limousine specia'

WRITE for details and location of cars to

SALES Dept.: 45, South Audley St., London, W.1.

AUSTIN 8 and 10 tourers new condition, any trial; from £375.—GIBBSCARS, 104, Clapham Park Rd., London, S.W.4 (Macaulay 4441-2). [4917

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0374

Austin Miscellaneous Cars Wanted

RROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

C. G. NORMAN & Co.,

AUTHORIZED Austin dealers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1 Victoria 7611-6

WANTED Austin 10 or 12 saloon.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [4812

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Austin. Wembley 3903. [7993

DOBSON'S, Ltd., Staines, Middlesex, tel. 801, are cash buyers of good Austin cars of all types. [7869

CASH immediately for good Austin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8063

BRITISH & COLONIAL MOTORS, Ltd., require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [7814

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 253. [0541

JACK OLDING, Ltd. 8-10, North Audley St., W.1, Austin retailers, require car in first-class condition.—Mayfair 5242. [0812

AUSTIN 8, 10, 12 and 16hp saloon; late models wanted urgently for cash.—Rawlings Bros., Ltd., 87, Cromwell Rd., S.W.7 Fro. 8161. [0416

POST-WAR Austin 16 utility wanted, or other good make, under 20hp.—Liggett's Garage, Aintree, Liverpool. Tel. Aintree 2935. [8273

CHARLES RICKARDS, Limited, wish to purchase good pre-war Austin cars.—56, Bayswater Road, London, W.2. Paddington 1820. [7703

1938/39 Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. [0313

URGENTLY wanted, good condition Austin cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [3755

URGENTLY required, all models Austin cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8 [1039

Austin Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.—NORMAND, Ltd., 405-9, King St., W.6. Riv. 3655. [0226

C. G. NORMAN & Co.

AUTHORISED Austin dealers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-4.

THE CAR MART, Ltd.,

LONDON distributors, spare parts for all models, cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500; and at 16, Uxbridge Rd., Ealing, W.5. Ealing 6717. [0160

FOR Austin mudguards, running boards, 1931-39.—Brooks, 85, Queens Rd., Brighton. [0382

AUSTIN reconditioned engines and gear box units; also spare parts for all models.—Sands, the Austin People, Burnham, Bucks 84. [0305

BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0203

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first, 45-47, Newington Causeway S.E.1. Hop. 2832, 2820. [0729

AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123 [0414

Austin Spares and Service

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. [0285

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

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LONDON'S leading retailers of Bentley and Rolls-Royce cars, offer the following from their carefully selected stock:—

1936 Bentley 4-seater, 2-door tourer by Vanden Plas. Ref. H.4149.

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1948 Bentley 2-door saloon by Freestone & Webb. Ref. H.4017

NEW Bentley for immediate delivery. Power operated d.h. coupe by Abbott. Ref. OW.800.

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

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1949 Bentley Mark VI 4¼-litre sports saloon by Cooper. Ref. H.3796.

1940 Bentley 4¼-litre sports saloon by Park Ward. Ref. H.4114.

1936 Bentley 4¼-litre sports saloon by Barker. Ref. H.3741.

1935 Bentley 3½-litre sports saloon by A. Mulliner. Ref. H.3035.

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BENTLEY 4¼-litre 1938 saloon by Park Ward, 6 months' guarantee; £1,895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [7886

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NORTHERN Bentley specialists.

1947 Mark VI standard saloon, black with beige leather upholstery

1939 4¼-litre, with overdrive fitted special 4-door sports saloon by Rippon.

1939 4¼-litre, with overdrive special 4-door sports saloon by Park Ward.

1936 4¼-litre, fitted with 4-door sports saloon by Rippon.

FOR further particulars contact the largest Bentley distributors.

RIPPON BROS., Ltd. Huddersfield 6340 (5 lines). [0906

ME MANN EGERTON & Co., Ltd., offer:—

1948 Bentley Mark VI steel saloon, grey with grey leather upholstery.

1948 Bentley Mark VI steel saloon, grey with maroon leather upholstery.

1939 Bentley 4¼-litre overdrive model, Park Ward saloon, black with blue leather upholstery, numerous extras.

14, Berkeley St., W.1. Regent 2073. [7782

DICKS CAR SALES offer.—

1935 3½-litre Bentley Park Ward sports saloon; £975.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [8119

ACLAND & TABOR, Ltd., offer:—

1937 4¼-litre saloon by Vanden Plas, overhauled, resprayed and immaculate, black, brown leather; £1,625.

1937 4¼-litre Bentley semi razor edge saloon by Thrupp & Maberly, black, brown leather, H.M.V. radio, new tyres; £1,650.

1936 3½ Bentley Sedanca by Windover, engine just overhauled at cost of £600, body renovated, car is now in new condition; very attractive and unusual car; £1,350.

1935 3½-litre Bentley Sedanca coupe by Thrupp & Maberly; £1,295.

1934 3½ Bentley, Park Ward saloon, low mileage, new condition throughout; £850.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [7981

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OFFICIAL Rolls-Royce and Bentley retailers.

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MARK VI Bentley standard saloon, finished metallic grey, with grey leather upholstery, small mileage, first registered October, 1949 (remaining portion of covenant to be completed).

MARK VI Bentley special Hooper saloon, finished yellow and black, with brown leather, mileage 7,000, first registered 1949 (covenant to be completed).

MARK VI Bentley (first registered 1949) Park Ward power-operated coupe, mileage 5,000.

MARK VI Bentley standard saloon, finshed black, with brown leather upholstery, 33,000 miles, first registered April, 1948.

MARK VI Bentley standard saloon, finished blue, with beige leather, 16,000 miles, first registered 1948.

4¼-litre Bentley 2-door semi-streamlined saloon, by Hooper, finished green with green leather, originally delivered 1936.

DETAILS of new Bentley cars for early delivery on application.

AUDLEY House,

NORTH Audley St., W.1. Mayfair 5242. [8101

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Bentley cars.

1937 (January) 4¼-litre Bentley, with special sports saloon body by Park Ward, black with green upholstery, speedometer reading 51,000, chassis No. B 28 JD, in first-class condition throughout.

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H. R. OWEN, Ltd., 17, Berkeley St., W.1 Mayfair 2933 (6 lines). [0096

CHARLES FOLLETT, Ltd., accredited Bentley and Rolls-Royce retailers and repairers, offer:—

1947 (Aug.) Bentley Mark VI all steel saloon, finished most attractively in black and grey with grey leather upholstery, 1 owner, 24,400 miles, recently passed by makers.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [7873

1948 Mark VI saloon Bentley, most beautiful condition throughout; £3,500.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [5924

1939 4¼ Bentley overdrive, semi-razor edge saloon, Thrupp & Maberly, low mileage, faultless condition; £2,550.—Crawley. Western 6015. [4147

NEW and second-hand Bentley cars on exhibition at Hooper & Co. (Coachbuilders), Ltd., 54 St. James's St., S.W.1. Official retailers for Rolls-Royce and Bentley cars. [0904

1937 Bentley 4¼ Park Ward saloon, dual colour black and desert sand, chassis B149 J. Y., very exceptional car, recently complete overhaul by makers; £1,975.

1937 Bentley 4¼ Park Ward saloon, radio, heater, black, chassis B16 X.J.D., one owner, 52,000 miles; £1,695.—Swanmore Garage, 1176, Christchurch Rd., Boscombe East. Tel. Southbourne 1022. [7633

1936 Bentley, chassis No. B63, EJ, 3½-litre, excellent condition, recent complete overhaul at cost of £700; £1,300.—Sibleys' Garage (B'ham), Ltd., Edward Rd., Birmingham 12. [7725

1936 4¼-litre Bentley pillarless saloon by Vanden Plas, one titled owner, just had overhaul by Bentleys; £1,350, no offers.—Woking Motors (Maybury Hill), Ltd. Woking 1928 [8163

£3150.—1948 Mark VI Bentley, moderate mileage, as new, taxed year, one owner.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [8024

4¼-litre razor edged pillarless sports 4-door saloon by Freestone & Webb, June, 1937, black, grey hide upholstery, a most attractive car in exceptional condition.—H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Spe. 0011. [7796

1948 Bentley Mk. VI 2-door semi-razor edged saloon by Freestone and Webb, finished in black with blue hide upholstery, one careful owner only, absolutely perfect and immaculate and complete with all latest modifications.—Brayshaw & Carr, Ltd., Hannam Court, Charles St., Leicester. Tel. 60432. [6243

BENTLEY (other than 3½ & 4¼-litre)

BENTLEY 3-litre Red Label open Vanden Plas 4-seater; close ratio box; very fast; £250.—Box 3669. [7742

BENTLEY 3-litre Red Label 4-seater coupe, in excellent condition both mechanically and otherwise; £300.—Box 3668. [7741

4¼-litre Bentley, very latest pre-war type, reg. May, 1940; fitted with the most attractive 2-seater drophead coupe in the country; in really excellent condition; £2,500; privately owned but H.P. can be arranged if desired.—L. P. Driscoll, 31, Riverdale Gdns., Twickenham. Pop. 1552. [7731

SPECIAL 4½ Bentley on 3-litre short chassis; this unique car completely rebuilt 1937 and in 1st-rate mechanical condition throughout; light 2-seater body (total weight under 29cwt) giving vivid acceleration and remarkable fuel economy (17½ in town, nearly 20 on long runs), 22-gal. ex-Thistlethwaite tank, 6½-litre con. rods, prop. shaft and differential; Krupp-metal brake-drums; 75mm ex-Birkin carburettors; balanced and lightened H.C. pistons; ultra-light flywheel and clutch assembly; almost new C gearbox; superb 12in Zeiss lamps, passlight; dual air and electrical petrol supply; a delight to drive, docile in traffic and effortless performance on the open road, an opportunity for an enthusiast who demands the finest type of vintage car; £450.—Gilbert and Cole, Ordnance Row, Portsmouth. [7732

BENTLEY (other than 3½ & 4¼-litre)

325 gns.—Bentley 1938 Series (reg. Oct. 1935) Red Label 3-litre short chassis speed model sports 4-seater, British racing green, leather upholstery, tonneau cover, Bosch horn, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [8186

Bentley Cars Wanted

S G OUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 2933. Head Office, Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944 [0515

C M THE CART MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0058

J. MARSHALL.

WANTED, Bentley 3½- and 4¼-litres, all types of coachwork, any condition, immediate cash settlement.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [4987

CASH immediately for good Bentley.—H. F. Edwards, 28, Upper High St., Epsom 9400. [8073

3-litre, late model; must be in good condition.—Jolly, Edmondsham, Wimborne, Dorset. [7632

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Bentley. Wembley 3903. [7995

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube) Ham 6041. [0927

MODERN 3½-4½ urgently required, mechanically sound, details and cost please. Priest 2, Providence Court, W.1. [2869

BARTLETT is most anxious to purchase good condition 3½ and 4¼ Bentleys.—27a, Pembridge Villas, W.11. Bayswater 0523. [5093

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362 [7456

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0813

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works & stores, —12, Wellesley Ave., W.6. Riv. 1413. [8365

REQUIRED urgently, 1935 or 1936 3½-litre drop head coupe, preferably passed by Bentleys, complete details and lowest price please for a genuine purchaser —McKinnon Motors, Ltd., Langham House, 3, Stafford Rd. Wallington near Croydon, Surrey. Tel. Wallington 3404. Established 1906. [7698

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

W. M. COUPER, Ltd., Catherine St., St. Albans 4345.

SPARES and service.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire [0622

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS.—18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8367

B.M.W. Cars Wanted

CASH immediately for good B.M.W.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8068

BRISTOL

A A.F.N., Ltd.

JOINT distributors for London, Home and Eastern Counties; also Berkshire, Bedfordshire and Buckinghamshire, offer:—

1949 Bristol 400 saloon, metallic green, mileage 7,000.

1948 400 saloon, black, one owner.

1948 400 saloon, blue, one owner.

FULL particulars on request.

FALCON Works, London Rd., Isleworth. Hounslow 0011. [6492

U M Ltd.

UNIVERSITY MOTORS, Ltd., Joint Distributors, London, Home and Eastern Counties; also Berks, Beds and Bucks.

UNIVERSITY MOTORS, Ltd. Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0168

K EVILL, DAVIES & MARCH Ltd.,

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296

BRISTOL, all models including type 401 4-5-seater on view, also Bristol type 400 saloon; used models available; the advantages of dealing with leading distributors will be obvious.

ANTHONY CROOK MOTORS Town End Caterham Hill Surrey Tel 466 [1839

BRISTOL

KEVILL-DAVIES & MARCH Ltd. offer:—

1948 Bristol saloon 400/85A maroon radio heater, owner taking delivery of Bristol 401.

1948 Bristol saloon 400/85A grey radio and heater one owner.

1948 Bristol saloon 400/85A, black, radio, heater, owner taken delivery of Bristol 401.

41—42, Hay's Mews, Berkeley Sq., W.1. Grosvenor 2563. [6824

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490

BRISTOL, type 400 saloon, reg. Dec. 15/1948, in faultless condition, very carefully maintained, taxed; £1,875 cash or terms.—Sanderson & Holmes, Ltd., London Rd., Derby. Tel. Derby 47471. [8249

SCOTLAND and Northern England.—Consult the enthusiasts. All models on view now. Demonstration cars available.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel Douglas 7598. [0549

Bristol Cars Wanted

A.F.N., Ltd., will purchase Bristol Type 400 saloons.—Falcon Works, London Rd., Isleworth, Middlesex, Hounslow 0011. [4613

Bristol Spares and Service

JAMES H. GALT, Ltd., Bristol distributors for Scotland and Northern England.—Works: 71-73, Dobbies Loan, Glasgow C.4 Tel. Douglas 0638. [0458

British Salmson Spares and Service

COMPLETE overhauls, repairs, service and spares for British Salmson cars.—Raynes Park London, S.W.20. Tel. Wimbledon 0185. [0245

B.S.A.

R. S. CURRIE & Co., Ltd., offer 1940 B.S.A. Scout 10hp open 4-seater, black, red leather, excellent condition; £335.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [3369

145 gns.—B.S.A. 1934 9hp Peerless foursome coupe, black sliding head, red leather, preselector, fluid flywheel, good condition; terms, exchanges; list; Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8187

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0928

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3135

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144

BUGATTI

BARTLETT.—Bugatti type 51 Grand Prix, holder Brooklands record 132mp, practically unused since 1939.—27a, Pembridge Villas, W.11. [8336

LONDON CARS offer fine 1937 Type 57 Bugatti 2-door streamlined sports saloon, excellent history, guaranteed; £695.—592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [8358

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maida Vale 1331. [0071

BUICK

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

BUICK model 51 saloon, complete with radio, colour royal blue, mileage 24,000, very excellent motor car; £1,850.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444 [6501

JOE THOMPSON (MOTORS), Ltd., offers:—

1947 Buick 51 super saloon, colour blue, i.h.d., 23,000 miles, grey cloth upholstery fitted with heater.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4859. [5133

CHARLES RICKARDS, Ltd., the house of standing and repute.

1939 Buick 38hp saloon, fitted with division, cocktail cabinet, radio, etc.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [7700

LIMOUSINES, roomy 7/8-seaters, from £500.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [7958

1939 Buick Viceroy saloon; extravagantly overhauled; radio, extras, etc.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [7833

1938 Buick special saloon, 30hp, recent complete overhaul; £750.—Miss Inigo-Jones, c/o Watney Powell, House of Commons, S.W.1. [7718

1937 model, Model 40 coupe, 48,000 miles, one owner, exceptional condition, history known; £435.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [7799

1939 Buick Albemarle drop head foursome coupe, extremely good condition; outright sale or exchange smaller car.—Greenways, Lockerley, Nr. Romsey. Tel. Lockerley 312. [7759

1946 Buick Roadmaster saloon, first registered 1947, £10 tax, right-hand drive, 17,000 miles, an immaculate car; £1,895.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [7780

1937 Buick special foursome drop head coupe, mechanically perfect, tyres good, very attractive motor car, fitted radio; £425.—Simpsons Motors (Wembley), Ltd. (American car specialists), Wembley 3903. [7243

1939 model Buick specimen motor car, virtually as brand new, coachwork and interior immaculate, fitted radio, glass division, 5/6-seater, mechanically perfect, all tyres good, 2 spare wheels; this car has to be seen to be appreciated; any inspection invited.—Simpsons Motors (Wembley), Ltd. (American car specialists) Wembley 3903 [7233

BUICK

BUICK American Roadmaster, 1939, R.H. drive, 6 white wall tyres, radio, air conditioning, first class condition, guaranteed total mileage 25,000, one owner; first offer over £300.—Mrs. Harris, The Huon, Branksome Hill Rd., Westbourne, Bournemouth. [7647

1939 Buick Carlton foursome drop head coupe, black, very low mileage, stored 5 years, in superb condition throughout a genuine car, any examination welcomed; £895.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [4686

465 gns.—Buick 8, July 1937, 30hp Albemarle 5-seater convertible coupe, light tan and chocolate, fawn leather, built-in radio, 2 spare wheels, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). Hampstead 6041. [8188

1948 (registered) Buick convertible Fireball, Dynoflash engine, specially equipped, radio, heater, white wall tyres, condition immaculate, electrically operated hood and windows; has to be seen to be appreciated; any inspection invited; £2,150.—Simpson's Motors (Wembley), Ltd. (American Car Specialists), Wembley 3903. [7989

LIMOUSINE, 1937, black, radio, excellent condition. £795.

LIMOUSINE, 1939, partitioned, 7-forward, black, 31,000 unquestionable condition, radio, privately owned, reasonable cost.—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [8085

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick. Wembley 3903. [7994

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros 4747. [0747

7-SEATERS private Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [2885

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121 [0304

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

CADILLAC

1936 Cadillac limousine, privately owned, immaculate.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [4827

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac. Wembley 3903. [7996

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros 4747. [0748

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

PHILIP RICKARDS, Ltd., offer:—

1948 Chevrolet saloon, black, mileage 11,626, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [8010

1947 Chevrolet Styleline saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7823

1947 Chevrolet Fleetmaster 4-door saloon, truly beautiful condition, 17,000 miles, left-hand drive; £1,295.—Crawley, Western 6015. [7390

CASS'S MOTOR MART.—1938 Chevrolet saloon, black 44,000 miles, exceptional; £395; written guarantee.—5, Warren St., W.1. Euston 3523. [8172

1948 Chevrolet 2-door fixed head coupe, radio, heater, covers, etc., small mileage, beautiful condition; £1,475.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3577-6970. [8518

CHEVROLET Fleetmaster de luxe, first registered 12th month 1946, 4-door, coachwork and interior immaculate, moderately low mileage, exceptionally nice motor car, genuine one owner car; £1,050.—Simpsons Motors (Wembley), Ltd. (American car specialists), Wembley 3903 [7242

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet. Wembley 3903. [7997

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St. London, W.1. Tel. Gros. 4747. [0749

DISTRIBUTORS for London and Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7812

Chevrolet Spares and Service

CHEVROLET spares and repairs.—For private vehicles only. Distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7829

CHRYSLER

DICKS CAR SALES offer.—

1938 Chrysler 24hp Wimbledon saloon, just re-upholstered, radio, genuine bargain; £350.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [8121

1935 Chrysler 22hp, excellent condition, taxed, insured; nearest £150.—Tudor 2438. [8296

£325.—Chrysler 4-door drop head coupe, recellulosed, etc.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [5453

1938 (October) Chrysler 24hp saloon, one owner, 34,000 miles only, practically as new in every respect; £565.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [7778

Chrysler Cars Wanted

CASH immediately for good Chrysler.—H. F. Edwards 28, Upper High St., Epsom 9400. [8074

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler. Wembley 3903. [7993

ROWLAND SMITH'S the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0929

LOW mileage Chryslers, 1939 onwards.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7. Tel. 43405. [0565

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St. London, W.1. Tel. Gros. 4747. [0752

7-SEATERS 1937/38/39 Royal-Wimbledon-Dodge privately owned Limousines required. Alpe, Providence Court, Grosvenor Square. Mayfair-2941. [2890

Chrysler Spares and Service

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0361

CITROEN

DICKS CAR SALES offer.—

1939/40 Citroen 15hp saloon, very fine order, carefully used; £450.

1935 Citroen 12hp super modern saloon; £185.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [8120

JOHN S. TRUSCOTT, Ltd., for really good Citroens.

PRESENT stock includes one 1948 saloon, £895; one 1947 saloon, £795; others shortly available; only first-class examples are offered; they have been thoroughly serviced, and are open to any reasonable trial and examination; exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [7948

H. W. MOTORS, Ltd., the Citroen specialists, offer:—

1946 saloon de luxe, Light 15, black, red upholstery, mechanically faultless, brakes relined, cellulose, trimming, etc., practically unmarked; £695.

WE especially welcome all owners and prospective owners of Citroen cars and our very considerable service facilities are at their disposal.

H. W. MOTORS, Ltd., Walton-on-Thames 783 and 1437 [9815

1938 Citroen 15 7-seater de luxe saloon, guaranteed; £330; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [8391

1939 Citroen Roadster, equal in appearance to 1948, mechanically faultless; £445 or offer; exchanges, terms.—12, Church St. Luton 1422. [7745

1938 Citroen 12hp saloon, fast, powerful (15hp performance), economical, good condition; £275.—Cutler, Barn Cottage, Walberton, Arundel, Sussex. Tel. Eastergate 367. [7599

1946 Citroen Light 15, dark green with red waistline and upholstery; 26,000 miles, excellent condition throughout; £625.—Cooper, Grevesham, Leith Park Road, Gravesend. [7539

1947 registered 17th December 1946, Citroen 15hp saloon, silver with beige upholstery, Brooklands steering wheel, 18,000 miles nearly new tyres; £750.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [8161

1939 (1940 model) Citroen 15 saloon, polychromatic grey/blue leather, total genuine mileage 45,000; whole car equal to post-war condition; £525.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725-5870. [5789

195 gns.—Citroen Big 12 1934 7-seater saloon de luxe, dark blue and black, sliding head, blue leather, face-forward occasionals, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8189

£475.—A most desirable Citroen Light 15 roadster, 1938, strikingly finished in cream and black cellulose, in very immaculate condition, with spotless natural hide upholstery; whole car in very exceptional mechanical order, having been scrupulously and regularly serviced by Citroen specialists on behalf of previous owner; performance is exceptional, really high average covering speeds being obtainable, a brand new mohair top and 5 new tyres have just been fitted; discriminating purchaser seeking distinctive roadster cannot afford to miss this outstanding opportunity.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard. Beds. Tel. 2381 and 3115. [7919

Citroen Cars Wanted

CM

THE CAR MART, Ltd., wish to puchase Citroen cars.—320, Euston Rd., N.W.1. Euston 1212. [0712

C. G. NORMAN & Co.,

CITROEN distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

POST-WAR Citroen required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0855

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0930

H. W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1437. [4863

JOHN S. TRUSCOTT, Ltd., urgently require first-class Citroens.—173, Westbourne Grove, W.11. Bays. 4274. [7949

1947-8 Citroen wtd.—Tel. or write, Low Fell Motor Co., Durham Rd., Gateshead-on-Tyne, 9. 75532. [8233

ACE SERVICE STATION (LONDON), Ltd., purchase for cash all Citroen cars.—North Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [6774

CITROEN 1946/9 required immediately; will pay reasonable price according to condition.—Tom Alley Automobile, 68, Hill Rd., Wimbledon, S.W.19. Wimbledon 3848. [7988

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [0187

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. Grams, Truble.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4963.—Citroen spares, reconditioned drive trains, 48-hr service. [7923

CITROEN specialists, breakdown service, exchange gear box fitted 24 hours.—Lorraine Garage, 29-30, Elvaston Mews, S. Kensington, S.W.7. Western 6974. [4370

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage Ltd., Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr.; all spares stocked. [2666

CORD

100 m.p.h.!
£10 tax only!

PRIVATE owner wishes to sell supercharged 4½-litre Cord, registered 1947, superbly comfortable 6-seater saloon body in dark blue with dark blue cloth upholstery, fitted radio, heater, outside mirrors, every conceivable refinement, outstanding appearance, acceleration and cornering, 13 to 16 m.p.g., good tyres, this car has been less than 15,000 miles and is in first-class condition throughout; £850.—Write for appointment to view to J. T. Blair, 40, Charles St., W.1. [8348

DAIMLER

JAMES SIMPSON (SALES) offer:—

1935 Daimler saloon, 15hp, good general condition, just rebored; £275.—244, Brompton Rd., S.W.3. Ken. 3315. [8411

GUY SALMON AUTOMOBILES, Ltd., offer:—

1939 (August) Daimler 24hp owner driver sports saloon, by Charlesworth, a roomy saloon with most attractive lines in superb original condition. £895.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [5195

1946 2½-litre Daimler saloon, in grey and blue, small mileage, an attractive car.

LANCEFIELD COACHWORKS, Wrenfield Place, Herries St., W.10. Ladbroke 2951. [7672

DAIMLER 4½-litre limousine July, 1936, Barker; cash offer wanted.—Liberty 2680. Thompson, 8, Bournemouth Rd., S.W.19. [8298

1938 Straight Eight limousine, F. chassis, suitable for hearse; £485.—J. B. Taneborne, 30, Wilton Row, S.W.1. Sloane 4665. [3224

1938/9 E.L. 24 Daimler limousines, indistinguishable from new.—J. B. Taneborne, 30, Wilton Row, London, S.W.1. Sloane 4665. [1805

1934 Daimler 15hp saloon, black with red upholstery, 1 owner, in excellent condition throughout; £225.—Haskins. Ladbroke 1155. [7855

CAN you spot a bargain! 1938 Daimler 17hp 2½-litre saloon, maroon, new tyres, in sound condition throughout, £425!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [6539

DAIMLER 1937 E.L. 24hp limousine, unused from 1939-1946, perfect condition; £925.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [5953

£695.—1939 2½-litre Daimler sports saloon, as new.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [8025

225 gns.—Daimler 15 1936 de luxe 4-door saloon, black, sliding head, maroon leather, preselector, very good condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Daimler 15 1935 foursome coupe, maroon and black, sliding head, brown leather, preselector, spare tyre unworn, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8190

1934 Daimler 15hp saloon, excellent mechanical condition, privately owned; £250 or thirty monthly instalments of £10/1/8.—Cooden Eng. Co., Bexhill. Cooden 600. [7751

1947 Daimler 2½-litre saloon, dove-grey with blue leather, only 8,000 mls., beautiful condition, taxed for year; further particulars.—W. Doyle, 297, Burton Rd., Derby. Tel. 44078. [7728

STRATSTONE, the Daimler specialists, offer a comprehensive range of good second-hand Daimlers, both saloons and limousines.—Stratstone, 40, Berkeley St., London, W.1. (Mayfair 4404.) [6376

21-litre 4-door saloon, reg. Aug., 1948, finished navy blue, blue hide upholstery, small mileage, one owner, cost nearly £2,000.—Offered at £1,595 by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [7800

DAIMLER 2½-litre saloon, 1949, colour blue, upholstery blue leather, 2,000 miles, radio, heater, upholstery covers, cost over £2,000; price £1,750; inquiries solicited, reason for disposal.—Macrae & Dick, Ltd., Inverness. Tel. 1000 [7668

£395.—Magnificent Daimler 20hp 6-cylinder full 8-seater limousine being the 1935 model in very economical, has magnificent bodywork and expensive fittings, excellently tyred, an ideal car for hire work, looks literally modern and worth £1,200, comprehensive 3 months' written guarantee; hire-purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [8220

LIMOUSINE.—Daimler 20hp L.Q.3, special Mulliner body, seats 3 on back seat, 3 on occasionals, first-class mechanical condition, oil consumption nil, tyres practically new, black coachwork, splendidly maintained, just released from private service, ideal for hire or private use; £425.—Nicholls, 4, Hesper Mews, Earls Court, S.W.5. Fro. 4292. [8254

LIMOUSINE 1938 EL Series 24hp seven seater, 25,000, excellent condition.—Below.

LIMOUSINE 1938/8-cyl-32hp Hooper, partition, 7-L forward, black, delightful condition, genuine 12,000. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8086

Daimler Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3454. [0959

REQUIRED, 2½-litre saloon, 1948 or '49.—Bird, Northrepps, Cromer, Norfolk. [8257

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0932

LIMOUSINE Modern 24hp-32hp required. Details please:—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [2891

LONDON CARS require several good pre-war 17-18hp Daimlers.—Full particulars to 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [8357

URGENTLY wanted for client, low mileage Daimler 2½-litre saloon.—S Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [1944

Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169 Fulham Rd., S.W.3. Kensington 7301. [0256

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0688

SPECIALISED Daimler gear box service; all types quick deliveries, guaranteed work; spare parts supplied.—H. & A. Engineering, 35, Grant Rd., Croydon, Surrey. Addiscombe 2931. [0145

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 4874

DELAGE

DELAGE 3-litre open 4-seater Vanden Plas, in beautiful condition; best offer over £300.—Box 3667. [7740

DELAGE 27hp, registered 1938, superb drop head roadster; £350.—Great Western Motors, Ltd. 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [8513

DELAGE D8 fixed head coupe, laid up 10 years, excellent mechanical condition, very clean body, 2 spare wheels, tyres nearly new, taxed; £145 or near offer.—1a, High Rd., Balby Doncaster. [8502

1937 Delage Continental saloon, 3½-litre, very fast motor car, Cotal electric gear box, engine reconditioned, in first class order; £495.—R. E. P. Garages, Ltd., 302-6, King St., Hammersmith, W.6. Riverside 2881-2. [6460

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., (Incorporating Selborne Motors, Ltd., established 1926).

RAPID repairs and parts for Delage.

SOLE concessionaires for Great Britain etc.

HEAD office, 82, Park St., W.1. [6493

WE buy, sell and repair Delages.—Marlborough Garage, Abbey Rd., St. John's Wood, N.W.8. Mal. 0267. [1099

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Delage specialists; all facilities and pre-war factory trained staff to carry out mechanical, electrical and coachwork repairs; large stocks of genuine spares.—Tel. Grosvenor 4141. [0501

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

SOLE concessionaires for the famous Delahaye cars.

U.S.A. and other overseas enquiries invited.

HEAD Office: Regional House, 82, Park St., W.1. [2407

D.K.W.

B. & M. GARAGES, Ltd., offer:—

1938 D.K.W. special fixed head saloon, finished in red, exceptional condition.

1938 D.K.W. Master de luxe saloon, in cream and black, recently overhauled.

1940 D.K.W. all metal de luxe new series model, in black.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts at £30/10; sleeved cylinder blocks, £10/10; both items on exchange basis plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016

£54 deposit or £169 cash.—1938 D.K.W. 8hp saloon, black paintwork with cloth interior, good running order; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [7408

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066

DODGE

1948 Dodge 4-door saloon, radio and heater, l.-h. drive, 20,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7808

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. 0362

FIAT

1937 Fiat 500cc drop head coupe, recently recellulosed red, excellent condition, any trial.—'Phone offers to Guildford 62787. [7042

1939 Fiat 500 cabriolet, just overhauled, very smart; £285, or exchange for larger car.—30, Trevor Place, S.W.7. Kensington 1317. [8246

1937 Fiat 500 saloon.—Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7503, 2334, 3526. Works and Service Station: Mare St., Hackney, E.8. [8148

1939 Fiat 500 cabriolet, just recellulosed cream and red, in splendid condition throughout, any trial; £260.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [4251

FIAT

1938 Fiat 1100 pillarless saloon, sun roof, in good condition; £285.—Albemarle Motors, Ltd., Crown Garage, Albany St. (adj. Barracks). N.W.1. Tel. Euston 6507 and 1520. [3774

1938 Fiat 500 coupe, S.U. carburettor, 2 windscreen wipers, new head lamps, new hood, interior refurbished, paintwork flawless, whole car in excellent condition; £245.—Box 3664. [7727

1939 Fiat 1100 4-door pillarless saloon, late property of Fiat enthusiast and in excellent condition throughout, great bargain; £295.—A. Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [7392

FOX & NICHOLL, Ltd., have 1939 Fiat 500 models, two- and four-seaters; also 1100 drop head coupe; rebuilt 500 engines usually available; spares and service specialists.—Kingston By-Pass Rd. Derwent 1122. [0242

295 gns.—Fiat 1939 1,100cc 4-door pillarless saloon, grey, sliding head, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8191

£225 cash, or £70 deposit.—1937/8 Fiat 500 coupe, black with blue leather, clean inside and out, splendid performance; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [5581

MAYFAIR GARAGES, Ltd.—June, 1939, 1100 500e 4-door de luxe pillarless saloon, with sun roof, Fiat blue with hide upholstery to match, small mileage, very carefully maintained, outstanding condition throughout, 3 months' guarantee; £465.—Below.

MAYFAIR GARAGES, Ltd.—July, 1939, 500 de luxe convertible coupe, silver with red leather, very smart car, in well preserved condition, 3 months' guarantee; £295.—Below.

MAYFAIR GARAGES, Ltd.—1938 model 500 de luxe convertible coupe, silver with red leather, good tyres, extras, carefully maintained, 3 months' guarantee; £275.—Below.

MAYFAIR GARAGES, Ltd.—1937 model 500 convertible coupe, black with red leather, good tyres, new hood, well maintained, in excellent condition throughout, 3 months' guarantee; £245; choice of 12 Fiats.—Below.

MAYFAIR GARAGES, Ltd. (Fiat repairs and service), Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. [8459

Fiat Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Fiat cars.—150, Euston Rd., N.W.1. Euston 1212. [0960

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933

CASH immediately for good Fiat.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8064

MAYFAIR GARAGES, Ltd., Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want 500s, 1100s and 1500s for cash. 'Phone or write for buyer to call. [7448

Fiat Spares and Service

FIAT 500cc spares, reconditioned engines, gear boxes, starters, dynamos, etc.; guaranteed repairs.—S. and S. Motors, 165a, Westbourne Grove, W.11. Bay. 1644. [0136

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909

B.D.J. (ENGLAND), Ltd., your North-West London 500 specialists; see your exchanged engine on test, fitted same day.—65, Lewlands Rd., Harrow (1 minute Harrow Met.). Temporary tel. Byron 1818. [0325

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators in exchange; spare wheel covers, luggage carriers, supercharger sets. Metric spanners; complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. [7385

FORD (8 h.p.)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

GLANFIELD LAWRENCE offer

1939 Ford 8 saloon, black; £295.—407, High Rd., N.12. Finchley 0091. [6523

PHILIP RICKARDS, Ltd., offer:—

1949 Ford 8 Anglia, black, 1,000 miles only.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [8015

JAMES SIMPSON (SALES) offer:—

1937 Ford 8, good condition for 1937 car; £195.—244, Brompton Rd., S.W.3. Ken. 3315. [8410

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford 8hp Anglia, beige, red, 5,000 miles

1949 Ford 8hp Anglia, black, red, 7,000 miles.

1948 Ford 8hp Anglia, black, brown, 9,000 miles

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [7902

LATE 1939 Ford 8, black, all new tyres, green rexine, exceptionally nice runner; 275gs.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [8170

FORD 8, 1934, excellent, reconditioned engine; £160.—Pudney, 9, Templewood Ave., N.W.3. [8240

1939 Ford 8 saloon, black, in excellent condition throughout, any trial; £275.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [4244

FORD (8 h.p.)

1947 Ford 8 saloon, black, one owner; £475.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [8154

£185.—1937, June, Ford 8 saloon, one owner, a genuine car, black-red interior, bargain; another at £165.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8467

1949 Ford Anglia saloon, 1,300 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3583. [7827

1938 Ford 8hp saloon, excellent condition; £285.—John W. Whalley, London Rd., Bishop's Stortford Tel. 181 and 182. [7066

1937 Ford 8, privately owned in splendid order; £245.—S. Bowen & Sons, Hillside Garage, Edgeware. Tel Edgeware 4464-5. [7263

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946/8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models [5367

1949 Ford Anglia, 4,500 miles, black, red upholstery, as new; best offer over £500.—Gillham, Burcott Hill Cottage, Wing, Leighton Buzzard. [8275

1938 Ford 8 saloon, exceptionally good condition throughout bodily and mechanically, tyres as new; £285.—Munday Cars, 35, Woodford Ave., Ilford. Valentine 4830. [8440

1949 (Feb.) Ford Anglia saloon, green, guaranteed 9 000 mls., as new; £550.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7967

1938 Ford 8, black with blue upholstery, exceptionally nice condition, including new mats; £285; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [8434

£395.—1946 (July) Ford Anglia de luxe saloon, 22,000 miles, new engine fitted, unmarked paint, new tyres, taxed year, 2 owners since new.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2. (Paddington Station). Ambassador 1061-2. [8028

1948 Ford Anglia saloon, low mileage, in very good condition throughout; £495; 1940 Ford Anglia saloon, very clean bodywork, excellent mechanical condition; £355; 1939 Ford 8 de luxe saloon, excellent bodywork and in first-class running order; £310.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [8142

1938-9 Ford 8 black saloon, reconditioned engine recently fitted, clean inside and out, £255 cash or £75 deposit, balance payable over 18 months; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [7409

Ford Eight Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Ford 8hp cars.—150, Park Lane, W.1. Grosvenor 3434. [0713

I REQUIRE post-war Ford 8 urgently.—30, Rye-croft Rd., S.W.16. Tulse Hill 1288. [7661

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0934

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0588

PETERSHAM GARAGE, Ltd. authorised Ford agents are the best for Ford 8 buyers.—Petersham Mews, S.W.7. West. 4106. [4221

1937-1948 Ford 8 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [6457

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3134

FORD (10 h.p.)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.
PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

PALMERS MOTORS offer:—

1948 Ford Prefect saloon almost new; £575; exchanges and deferred terms.—53, York St., Twickenham. Popesgrove 1890, 7087. [8351

H. A. SAUNDERS, Ltd., offer:—

1947 Ford 10 Prefect saloon, black, green leather, 9,000 miles; £595.

1948 Ford 10 Prefect saloon, black, red leather, 6,000 miles; £635.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [8527

1938 Ford 10, taxed December; £275.
ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. [8349

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 (old type) Ford 10hp Prefect, beige, cloth, 6,000 miles.

1949 (new type) Ford 10hp Prefect, beige, red, 8,000 miles.

1948 Ford 10hp Prefect, black, 10,000 miles.

1947 Ford 10hp Prefect, black, brown hide, 17,000 miles.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [7903

1939 Ford Prefect, black, all new tyres, grey leather; 340gns.
DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7552. [8169

1946 Ford 10 saloon, leather interior.—Autowright, Ltd., Winchester. Tel. Winchester 4834. [7766

FORD (10 h.p.)

1938 Ford 10 saloon, splendid condition; £275.—Macaulay 1265. [8321

£199.—Special offer! 1938 type Ford 10 4-door saloon, reconditioned engine, needs respray.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8472

£335.—Ford Prefect 1939 saloon, really perfect car mechanically, excellent external appearance; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park. Park 5066-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [7626

1938 model Ford 10 tourer, reconditioned engine fitted Aug. '47, good condition; first offer £260.—Box 3609. [7595

£550.—Ford 10 1947 Prefect saloon, black, brown leather, superb condition.—Robbins, East Putney. Tel. 4581. [8452

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. [7392

£265.—1937-8 Ford 10, good condition, taxed year, any trial.—K. & N. Motors, 94, Lanark Rd., W.9. Cun. 5636. [8395

GORDON CARS (LONDON), Ltd.—1948 model Ford Prefect saloon, black, brown leather, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [7931

1948 (July) Ford 10 saloon, black, 12,000 miles, one owner, as new throughout; £595.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [8155

1949 (March) Ford Prefect saloon, black, red leather, 6,000 mls., as new; £675.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7966

1947 Ford 10 Prefect 4-door saloon, in hide, fitted reconditioned engine, very nice condition; £535.—Simpsons Motors (Wembley), Ltd. (American car specialists). Wembley 3903. [7235

1946 (September) Ford Prefect, colour black with green leather upholstery, a specimen example of this popular model; £535; exchanges.—Harold Webb Motors, Ltd., 338-340, High Rd., Ilford. Tel. Ilford 3151. [7844

1948 Ford Prefect saloon, black, cloth upholstery, low mileage; also 1939 Ford Prefect saloon, 4-door cloth upholstery, in very nice condition throughout; also 1940 model Ford Prefect saloon 2-door, leather upholstery.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [6969

Ford Ten Cars Wanted

CARS wanted for cash.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. [7010

POST-WAR Ford 10 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0854

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St (Hampstead Tube). Ham. 6041. [0935

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta 8000. Seven Sisters Rd., Tottenham, N.15.

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156

1937-1948 Ford 10 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [6456

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5660

FORD (V.8)

CAR MART, Ltd.

FORD V.8 1949 Pilot saloon, 7,000 miles; £1,075.

FORD 91A 1939 saloon, 6 months' guarantee; £675.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [7887

DICKS CAR SALES offer.—

1939 Ford 22hp saloon, definitely unmarked; £345.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6688-9. [8127

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford Pilot, beige, hide, 13,000 miles; another, 11,000 miles.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [7904

1948, May, Ford V.8 Pilot saloon, excellent condition throughout; £875.—Wood & Lambert, Ltd., 49, Stamford Hill, N.16. Sta. 3434. [8053

325 gns.—Ford V.8, 1939, 22hp 4-door saloon, Coronation blue, grey leather, excellent condition; terms, exchanges.—Rowland Smith, below:—

195 gns.—Ford V.8, 1937 model, 22hp 4-door saloon, dark green, fawn leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8214

FORD V.8 (late 1947) super de luxe, fitted radio and heater, magnificent car; £885.—Simpson's Motors (Wembley), Ltd. (American car specialists). Wembley 3903. [7991

GORDON CARS (LONDON), Ltd.—1948 Ford Pilot saloon, green/fawn cloth; radio, heater, excellent condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [7932

1939 Ford 22hp, very good condition, interior, mechanical condition and tyres very good, cheap motor car; £315.—Simpsons Motors (Wembley), Ltd. (American car specialists). Wembley 3903. [7236

1948 October Ford Pilot, 10,000 miles, large sun roof specially fitted, blue, heater, new engine April 1949, 5 new tyres, in perfect condition, 3 months' guarantee; best offer over list price.—Temple Bar 3274. [7422

£425.—Ford V.8 30hp Continental model, first registered 1946 but has semi-modern front similar to 1942 or 3 model, body work literally as new, chrome work excellent, chassis mechanically 100%, will pass any examination, comprehensive 3 months' written guarantee; hire-purchase, exchanges.
LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [8218

FORD (V.8)

£395.—Outstanding bargain, 1939 Ford V.8 30hp Model 91A, six-seater touring saloon, finished in clean black cellulose with real leather upholstery; fine mechanical order, excellent tyres.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [7917

1937 Ford V.8 foursome coupe, radio, heater, Columbia overdrive, new hood, reupholstered and respraged, new tyres, taxed; £345.—Birkett Motors, Ltd., 634-636, Mile End Rd., Bow, E.3. Advance 1517. [8389

Ford V.8 Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Ford Pilot cars.—320, Euston Rd., N.W.1. Euston 1212. [0714

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

JOHN S. TRUSCOTT, Ltd., urgently require first-class Ford Pilots.—173, Westbourne Grove, W.11. Bays. 4274. [7951

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156

UTILITY—FORD OR OTHER BODIES

JACQUIER, Ltd., offer:—

FIRST registered 1947, Ford Mercury utility, exceptionally good condition; £595.—225-7, Hammersmith Rd., W.6. Riverside 6677-8. [6204

1939 Ford Prefect chassis mounted with very attractive wooden utility bodywork, excellent condition throughout, four seats; £350.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5153

Ford Utility Cars Wanted

FORD 8, 10 and 30hp utilities wanted from 1936 onwards.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5237

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0937

FORD MISCELLANEOUS

GODFREY DAVIS, Ltd.,

FORD main dealers,

ALWAYS open.

SELECTION from our stock. Write for full list.

GODFREY DAVIS, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [3209

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0378

Ford Miscellaneous Cars Wanted

RSROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938

CMTHE CAR MART, Ltd., wish to purchase Ford cars.—150, Park Lane, W.1. Grosvenor 3434. [0961

WHAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel Hillside 4444.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Ford. Wembley 3903. [7999

URGENTLY wanted, good condition Ford cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199 High Rd., Loughton, Essex. Loughton 4119. [2439

LUTON MOTOR Co., Ltd., Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 3713. [0042

Ford Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3655. [0228

FINSBURY and Islington.

MAIN Ford dealers, Highbury Corner Motors, Canonbury Rd., N.1. Exchange parts, all spares, immediate service.—Canonbury Rd., N.1. Canonbury 2464. [0357

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

PUTNEY 6431 (4 lines). [0314

FOR Ford mudguards, running boards, 1933-46.—Brooks, 85, Queens Rd., Brighton. [0383

FRANK G. GATES, Ltd., High Rd., Woodford Green. Tel. Wanstead 2233. Main Ford dealers; service and all spares. [0093

ADLARDS MOTORS, Ltd., 43-49, Acre Lane, London, S.W.2 (Brixton 6431), main Ford dealers; service and all spares. [0110

YOUR Ford car will be much improved in comfort and safety after fitting stabilizers to the front and rear springs; all models.—Cranhurst Garage, Ltd., Station Parade, Cricklewood, N.W.2. Gladstone 0570. [0281

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0939

FRAZER NASH-B.M.W.

A.F.N., Ltd.

WE have a selection of 1939 used Frazer Nash-B.M.W. cars for sale, including types 335 (3½-litre), 326, 327, 321.

FULL details and prices on application.

FRAZER-NASH CARS, Falcon Works, London Rd., Isleworth. Hounslow 0011. [4684

ANTHONY CROOK offers:—

1939 type 328 100mph sports 2-seater and several other models.

ANTHONY CROOK MOTORS, Ltd., Bristol distributors, Caterham Hill, Surrey. Tel 466. [8507

!!! £775.—Type 328 2-seater; !!! £875; type 327 drop head.—Litherland Motors, Liverpool, 21. [8484

CASS'S MOTOR MART.—1938 Frazer Nash-B.M.W. 320 saloon, superb condition throughout.—5, Warren St., W.1. Euston 3523. [6527

1937 Frazer Nash-B.M.W. model 329 2-4-seater cabriolet, fitted with model 326 engine, recently reconditioned; £850.—Lady Evershed, Setch, King's Lynn, Norfolk. [7784

FRAZER NASH-B.M.W. model 328 2-seater, first regd. June, 1938, one owner, immaculate condition throughout; £1,000.—Leigh Park Motors, Ltd., Datchet, Bucks. Tel. Datchet 54. [7507

FRAZER NASH-B.M.W. type 45 cabriolet 2-4-seater, 16hp in excellent condition; during past 18 months the following overhauls have been completed: Engine, cost £90; body, cost £130; new transmission and springs, cost £35; owner taking delivery of new car, reluctant to sell; nearest £600.—Box 3665. [7738

1938 Frazer Nash 2-seater, with B.M.W. type 55 2-litre engine, Arnott supercharger, at present disconnected complete with alternative manifolds, 4-branch plated exhaust pipe, etc., a really fast car, in excellent condition; £375.—J. R. Inwards, Ltd., High St., Ruislip 3033-4-5. [8510

Frazer Nash-B.M.W. Cars Wanted

BARTLETT always buys Frazer Nash-B.M.W.s.—27a, Pembridge Villas, W.11. [1068

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0940

HEALEY

BROOKLANDS.

HEALEY distributors for London.

OFFER:—

EARLY delivery of new Silverstone 2-seater; price £1,246/11/8.

ALSO:—

1949 (July) Sportsmobile drop head 4-seater coupe, colour silver, with blue leather, speedometer reading 4,000 miles, fitted Radiomobile wireless; cost new £2,879.

1949 (Sept.) standard saloon, silver green, with beige leather, speedometer reading under 4,000 miles.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [8096

H.W. MOTORS, Ltd.

OWING to unusual circumstances, we are able to offer two new Healey cars, one a standard roadster the other a roadster coupe at very special prices; 'phone, write or call.

H.W. MOTORS, Ltd. Walton-on-Thames. Tel. 783 and 1437 [6491

1948 2½-litre Healey special sports 2-seater, 2,000 miles only; £995.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 8667. [3343

Healey Cars Wanted

BARTLETT.—Healey saloon or tourer wanted.—27a, Pembridge Villas, W.11. [5788

HEALEY saloon urgently required, type and condition of body immaterial.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [8146

HILLMAN 10

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Hillman Minx Mark 3 first registered February, 1949, mileage 13,900, colour pale green, fitted with H.M.V. radio, an excellent motor car; price £875.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [4968

CAR MART, Ltd.

HILLMAN Minx 1949 Magnificent, 3,000 miles; £925.

HILLMAN Minx 1947 coupe, 6,000 miles; £755.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [7868

NEWNHAMS, Ltd

1948 Hillman Minx Phase II saloon; beige with red; fitted radio; £685.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [8034

BROWNS for Hillman.

1939 Hillman Minx saloon de luxe, excellent condition; £350.—Brown's Garage, Loughton (Essex) 4119 (Tube). [3754

DICKS CAR SALES offer.—

1939 Hillman 10hp drop head foursome coupe, completely reconditioned; £395.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [8122

H. A. SAUNDERS, Ltd., offer:—

1948 Hillman Minx Phase II saloon de luxe, 2,000 miles; £785.

1947 Hillman Minx drop head coupe, 12,000 miles; £645.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [8518

HILLMAN 10

GLANFIELD LAWRENCE offer

1946 Hillman Minx, black, exceptionally nice condition throughout; £585.—407, High Rd., N.12. Finchley 0091. [6521

G. P. (BALHAM), Ltd., offer:—

155 gns.—1935 (model) Hillman Minx sports 2-str., streamlined type, excellent condition; a bargain.

G. P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [7852

HAROLD RADFORD & Co., Ltd.

1948 (May) Hillman Minx Phase II saloon, black/brown upholstery, 5,600 miles, indistinguishable from new throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [3108

CARRIS MOTORS, Ltd., offer:—

1948 Hillman Minx, 8,000 miles, beautiful condition; £725.

1947 Hillman Minx, low mileage; £585.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13, Lee Green 0254. [8398

JAMES SIMPSON (SALES) offer:—

1947 Hillman Minx drop head coupe, one owner, superb condition; £650.—244, Brompton Rd., S.W.3. Ken. 3315. [8404

WADDINGTON MOTORS, Ltd., offer:—

1947 Hillman Minx saloon, excellent condition; £625.

1947 Hillman drop head coupe; £625.

1946 Hillman Minx saloon; £565.

1946-7 Hillman Minx saloon; £600.—Fortune Green Rd., N.W.6. Ham. 2211. [8110

285 gns.—1938 Hillman Minx, black, sun roof, green leather, good condition.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [8168

1947 Hillman Minx 10hp black saloon, taxed, insured, superb; £575.—Liv. 3345. [8258

1936 Hillman Minx drop head coupe, in exceptional condition, light blue, black hood; £295.

MAGDALEN MOTORS, 311, Trinity Rd., S.W.18. Bat. 5575. [7455

1939 Hillman Minx, very good condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [5954

1949 Hillman Minx Phase III, 8,000 miles, spare unused; £835.—Stadium Autos, 178, New Barn St., E.13. Alb. 3366. [8424

NORMAN ROUNDHILL, Ashtead, offers 1947 Minx drophead coupe, genuine 7,800 miles, absolutely as new; £695.—Tel. Ashtead 34. [6631

1949 (March) Hillman Minx saloon, Phase III, 4,000 miles; £875.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [7271

DROP head foursome coupe Hillman Minx, spotless coachwork in grey with blue interior; speedo reads 9,000; 1948 model; £775.

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [7679

1949 (Jan.) Hillman Minx Phase III magnificent saloon, genuine mileage 6,000, equal to new, loose covers and extras; £875; below.

1947 (August) Minx drop head 4-seater coupe, genuine 11,000 miles, spare unused, black, with brown leather, as new throughout; £645; below.

1938 Minx drop head 4-seater coupe, blue, Philco radio, original paintwork, low mileage, very exceptional; £365; below.

1939 (March) Minx de luxe saloon, black and red, excellent condition; £355.—Harry Nash Motors, Ltd., 348, King St., Hammersmith, Riv. 2837-8. [7967

1937 Hillman Minx saloon, very sound, clean vehicle; £265.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8138

1947 (July) Hillman Minx sunshine saloon, excellent condition, bargain.—Lionel H. Pugh, 13-14, Brook Mews, W.1. Mayfair 4433. [5454

1939 10hp Hillman Minx saloon, recently reconditioned; £375.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [7905

1947 Hillman Minx saloon, grey excellent condition; £575.—John Wilson Autos, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [8362

1949 Hillman Minx Phase III, black H.M.V. radio, low mileage, specimen car; £850.—Steele Griffiths, Camberwell, London, S.E.5. Rodney 2201-6. [8449

£865.—One week free of covenant, April, 1949, Hillman Phase III Minx saloon, condition as brand new very low mileage, heater, etc.; outstanding opportunity.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [7918

1948 Hillman 10 saloon, Phase II, black, indistinguishable from new, one owner; £695.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [4246

1948 Hillman Minx Phase II drop head coupe, steel gray, low mileage, exceptionally fine car; £735.—Steele Griffiths, Camberwell, London, S.E.5. Rodney 2201-6. [8450

1949 Hillman Minx de luxe saloon, first registered 1.4.49, finished in grey with blue upholstery, one owner, 8,000 miles, in perfect condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [7954

1939 Hillman Minx saloon, in very good condition throughout; bargain price; £315.—B. E. P. Garages, Ltd., 302-6, King St., Hammersmith, W.6. Riverside 2881-2. [3767

1948 (September) Hillman Minx drop head coupe, black, 8,000 miles, as new, choice of two; £825.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8366

HILLMAN 10

1939 Hillman Minx saloon de luxe, finished in maroon with red leather upholstery; £365; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [6364

1939 Hillman Minx, black with red upholstery, excellent showroom condition; £395; 3 months' written guarantee.—Tankard & Smith, Ltd., 97 Peckham Rd., S.E.15. Rodney 2051. [8436

1949 (March) Phase III Minx saloon, indistinguishable from new, radio, spare unused, taxed year; £865; choice of two.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [5965

1949 Phase III Minx saloon, green/beige upholstery, 7,500 miles only, faultless condition.—Highly recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [7801

725 gns.—Hillman Minx (June 1948) phase 2 foursome drop head coupe, mist green, brown leather, column gear-change, H.M.V. radio, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below:—

595 gns.—Hillman Minx (April 1947) 4-door saloon, blue, sliding head, one owner, small mileage, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8216

1946 (June) black saloon, brown upholstery, 18,400, foglamp and Masteradio, carefully maintained, excellent condition, taxed December, full basic; first offer £570.—Baskerville, 12, Victoria Rd., Runcorn. Tel. 2485. [8245

TANKARD & SMITH, Ltd., offer 1949 Hillman Minx Phase III saloon in black with brown cloth upholstery, genuine 14,000 miles only, as new; £875; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. [7692

HILLMAN 14

PALMERS MOTORS offer:—

1938 Hillman 14 saloon one owner; £295; exchanges and deferred terms.—53, York St., Twickenham. Popesgrove 1890/7087. [8352

HILLMAN 14, immaculate motor car; £425.—Simpsons Motors (Wembley), Ltd. (American car specialists). Wembley 3903. [7241

1939 Hillman 14 de luxe saloon, black with maroon leather, resprayed, very good condition; £345.—Stanley Marden, Kent. Tel. 278. [7174

1938 Hillman 14hp, recently overhauled throughout, immaculate; £335 nearest offer.—11, Keswick Rd., Putney. Vandyke 3137. [6496

HILLMAN 16

1937 Hillman 16 de luxe saloon, guaranteed; £200, payments.—Oldfield, 4, Russell Gardens Mews, Kensington. Park 7780. [7402

£395.—Rare Hillman 16 Martin Walter drop head coupe, in almost new condition, black, red leather, absolutely perfect.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [8022

HILLMAN 21

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.,

OFFER the following:—

1938 Hillman 21hp limousine, 34,000 miles, privately owned, beautiful condition; any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 9288. [4825

LIMOUSINE 1938 Deluxe Coachwork, partition widest forward occasionals, leather throughout, black, exceptional. £745.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8068

HILLMAN MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

Hillman Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Hillman cars.—320, Euston Rd., N.W.1. Euston 1212. [0962

RS

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RRD

ROOTES, Ltd.

DISTRIBUTORS

REQUIRE modern low-mileage Hillman cars.

RBM

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 5232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

CARS wanted for cash.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. [7011

I REQUIRE post-war Hillman urgently.—30, Rycroft Rd., S.W.16. Tulse Hill 1288. [7663

1948 Hillman 10 saloon wanted.—Turnbull Ross House, Station Hill, Winchester. [7770

POST-WAR Hillman required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0856

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Hillman. Wembley 3903. [8000

WANTED late Hillman Minx, low mileage, no dealers.—J. Scales, 426, Cherryhinton Rd., Cambridge. [7299

URGENTLY required, good, pre-war Hillman.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [8070

Hillman Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Hillman cars.—Upper St. Martin's Lane, W.C.2. Tem 3588. [7819

WANTED Hillman Minx saloon or drop head coupe.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441 [4813

ESTATE utility Phase II or III, must be exceptional condition.—Anglor, 140, Golders Green Rd., London, N.W.11 [0530

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0438

CHARLES RICKARDS, Limited, wish to purchase good pre-war Hillman cars.—56, Bayswater Road, London, W.2. Paddington 1820. [7704

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

RAYMOND WAY, the hire-purchase specialists, are still buying Hillman, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3128

NOTTINGHAMSHIRE Distributors, Humber, Hillman, always prepared to purchase first-class condition recent models. Hillman saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 44558. [0552

Hillman Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.—NORMAND Ltd., 405-9, King St., W.6. Riv. 3655. [0227

J. C. BRODIE, Ltd.,

HILLMAN repair specialist (30 years); well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [0676

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Hillman spares, sales and service.—79-89, Pentonville Rd., N.1. Terminus 1001-7. [0364

FOR Hillman 1936-46 mudguards, running boards.—Brooks, 85, Queens Rd., Brighton. [0387

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254 [0720

CROYDON'S Hillman spares specialists.—Manton Motors, Ltd., 23-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. [0517

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [9892

HOTCHKISS

HAROLD RADFORD & Co., Ltd.,

SOLE concessionaires.

1949 3½-litre Hotchkiss Motor Show model, 4-door saloon, standard gear box, single carburettor, one owner, recently passed by the Manufacturers, mileage 11,000, maroon with cloth upholstery; in first-class condition throughout.

SALES and service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5696

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). [0513

H.R.G.

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties, offer:—

NEW and used H.R.G. cars available for immediate delivery.

1947 H.R.G. Aerodynamic 1500 sports 2-seater with 1948 modifications, 16,000 miles, unused since passed out of manufacturers' works.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [3109

PERFORMANCE CARS offer 1947 Aerodynamic 1½-litre 2-seater.—See Sports Cars Column. [7024

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8369

HUDSON

DICKS CAR SALES offer.—

1939 Hudson 22hp drop head foursome coupe, definitely unmarked, latest gear change; £475.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [8123

1939 registered 1946, Hudson 8 Country Club 6-seater, black with brown leather, exceptional condition.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [7963

CASS'S MOTOR MART.—1939 Hudson 8 saloon, black, just overhauled by makers written guarantee.—5, Warren St., W.1. Euston 4110 [8173

REGISTERED September, 1936, Terraplane 20 drop head coupe, guaranteed; £220; payments.—Oldfield, 4 Russell Gdns. Mews, Kensington. Park 7780. [8421

1939 Hudson 22hp black saloon, cellulose perfect, nominal mileage since engine reconditioned, with radio; £420.—54, Croydon Rd., Penge, S.E.20. Syd. 6420. [8252

£165.—Hudson Terraplane 17hp special 6-seater touring saloon, 1936, with real leather upholstery, in clean and tidy condition, sound black coachwork, runs well, outstanding bargain.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3118. [7927

Hudson Cars Wanted

URGENTLY required, good, pre-war Hudson 17.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [8072

Hudson Spares and Service

SPIKINS (TWICKENHAM) Ltd the Hudson distributors for Hudson reconditioned engines, spares and service, quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams. Spikins Twickenham. [0568

HUMBER

CAR MART, Ltd.

HUMBER Hawk saloon, 1948, radio, 15,000 miles; £1,025.

HUMBER Snipe 18 1948 saloon, 6,000 miles; £1,175.

HUMBER Super Snipe 1949 saloon, 5,000 miles; £1,595.

HUMBER Super Snipe 1948-9 saloon, 600 miles; £1,325.

HUMBER Pullman 1948 7-seater limousine, 19,000 miles; £1,495.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [7889

DICKS CAR SALES offer:—

1939 Humber Super Snipe razor-edge saloon, as new; £495.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4235

WIMBUSH for good Humbers.

1948 (April) Humber Hawk saloon, colour black, 11,000 miles, one careful owner; extras include radio heater and Rimbellishers, taxed year; £995.

1948 (July) Humber Hawk, similar to above, 14,000 miles; £965.

1947 Humber Hawk, black, one owner car, 15,000 miles; £900.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Flaxman 8401. [8512

LEX GARAGES, Ltd., offer:—

1949 (March) Humber S/Snipe Mk. II saloon, black/brown leather, immaculate throughout, 12,000 miles; £1,445.

LEX GARAGES, Ltd., 2, Lexington Street, London, W.1. (100 yds. Piccadilly Circus.) Ger. 8600. [7683

1947 Humber Snipe, radio; £795.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [8400

WARWICK WRIGHT, Ltd., offer:—

1949 Humber Super Snipe 27hp saloon, silver green, buff leather, 8,000 miles; £1,550.

1949 Humber Super Snipe 27hp saloon, black, beige leather, 12,000 miles; £1,495.

1948 Humber Hawk 14hp saloon, silver green, fawn cloth, 7,000 miles; £1,145.

1948 Humber Hawk 14hp saloon, gunmetal grey, grey cloth, 14,000 miles; £1,095.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8130

WANSTEAD MOTORS, Ltd., offer:—

1949 Humber Super Snipe, green, 6,000 miles; £1,450.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [1374

CHARLES RICKARDS, Ltd., the house of standing and repute.

1935 Humber Snipe 24hp sports saloon, grey with red leather upholstery, 16,000 miles, faultless condition; £450.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [7699

CAMPBELL SYMONDS, Wembley 6262, offer the following 3 Humber Super Snipes:—

1947 (August) Pullman limousine, 10,000 miles, as brand new throughout; £1,500.

1946 saloon, dark blue, with radio, 20,000 miles, guaranteed; £775.

1937 sedanca de ville, 6-str., leather front, cloth rear, with division, laid up since 1939, total mileage 41,000, body design similar to post-war, guaranteed practically as new throughout, ideal hire car, bargain £795 [5446

£275.—1935 model 24hp Humber limousine, division, face forward, etc., excellent condition.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8477

PULLMAN limousine 1938 27hp roomy 7-seater; £695.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [7960

1939 Humber Snipe 21hp, taxed current petrol, excellent condition, gunmetal, good tyres; £425.—Burgh Heath 1445. [8312

HUMBER 16, recently rebored, respraved, new tyres, brakes, etc., taxed; £148.—Townsend, Northend, Broughton, Stockbridge, Hants. [8266

1948 Humber 18hp Snipe, radio, heater, licensed year, 13,700, perfect.—Offers to Plastow, 36, Weelsby Rd., Grimsby. Tel. 77028. [8492

1936 Humber 12 drop head coupe, recellulosed, bargain; £300.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8139

1947 Humber Pullman limousine, 18,000 miles; £1,295.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7822

36/37 Pullman landaulet, f.f. occasionals, partitioned, excellent cond. throughout, immaculate; £415.—11, Keswick Rd., Putney. Vandyke 3137. [8497

1949 (April) Humber Super Snipe, Mark II black saloon, brown leather, Nu-way mats, 7,000 miles; £1,475.—Walters, The Friary, Lichfield. Tel. 3421. [7620

GORDON CARS (LONDON) Ltd.—1949 Humber Super Snipe saloon, green/fawn leather, 6,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [7933

HUMBER Snipe, 1946, immaculate condition; 1937 25hp Wolseley saloon, excellent condition.—The Haslemere Motor Co (W.A.), Ltd. Tel. Nos. Waltham Cross 2275-6-7 [5523

£385.—1939 Humber 17 saloon, black, brown leather, engine just reconditioned throughout, particularly attractive condition; terms, exchanges.—Birkett Motors, Ltd., 326, Romford Rd., Forest Gate, Maryland 2534. [8019

HUMBER

1949 (March) Humber Super Snipe, green, 10,000 miles, H.M.V. radio, choice of two; £1,490.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8567

HUMBER Super Snipe saloon, finished black, with brown leather and cloth upholstery, small mileage, first registered November, 1947.—Jack Olding, Ltd., North Audley St., W.1. Mayfair 5242. [8102

SNIPE saloon, 27hp, Sept., 1937; one owner; recently overhauled by Rootes; £325; owner has new car.—Hinds, Pachesham Lodge, Oxshott Road, Leatherhead. Also can be seen London. Tel. Riverside 2851. [7602

1948 (July) Humber Super Snipe saloon, metallic grey hide upholstery, loose covers, radio, in exceptional condition, 15,000 miles; £1,125.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [7639

1949 Humber Super Snipe Mark II saloon, just free of covenant, extras include heater, windscreen washer, and wing mirror, immaculate condition throughout, 6,000 miles; £1,500.—Rand, Russet House, Danbury, Essex. [4388

1936 Humber 27hp Imperial 4-light, 4-door de luxe saloon, special body; this car is mechanically sound, coachwork very good, ideal for touring or towing caravans; £275.—Collons Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7833, 3468. [5937

795 gns.—Humber Pullman 1938 27hp 7-passenger double-enclosed limousine, black, leather upholstery, winding partition, face-forward occasionals, good tyres, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8192

LIMOUSINE 1939 Double Enclosed, forward occasionals, black, delightful condition, £695.

LIMOUSINE 1937, partition, 7-seater, leather throughout, privately owned, black, £535.

LIMOUSINE 1948, 13,000, immaculate, black. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8087

Humber Cars Wanted

CAR MART, Ltd., wish to purchase Humber cars.—150, Park Lane, W.1. Grosvenor 3434. [0963

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0942

HAWK 1949 model.—Anglor, 140, Golders Green Rd., London, N.W.11. [0531

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [7818

R. C. WIMBUSH, Ltd., wish to purchase good Humber Hawks.—312, Earl's Court Rd., S.W.5. Fremantle 8401/2. [8040

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

7-SEATERS Limousines, low mileage 1947/1948 also 1935/24hp, also 27hp privately owned 1937/38/39.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair 2941. [2892

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 44558. [0553

Humber Spares and Service

CROYDON'S Humber spares specialists.—Manton Motors, Ltd., 23-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. [0518

ENGINES and gear boxes, reconditioned exchange units, 1934-48; trade or retail.—Galway Services, Ltd., Domestic St., Leeds, 11. Tel. 25690. [0345

DE NORMANVILLE gear box overhauls; spare parts supplied; recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. [0760

INVICTA

BRAND new Invicta Black Prince chassis, mileage 149; offers or exchange.—"Crossfields," Well Lane, Bridlington. Tel. 3143. [7650

JAGUAR

BROWNS for Jaguars.

1939 Jaguar 2½-litre saloon de luxe, immaculate condition, low mileage, reconditioned engine; £535.—Browns Garage, Loughton (Essex) 4119 (Tube). [6468

TOM GARNER, Ltd., offer

1947 Jaguar 3½-litre saloon, black with brown leather, 15,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7710

DICKS CAR SALES offer.—

1937 Jaguar 12hp sports saloon, one owner since new, original receipt can be produced, genuine offer; £345.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [8124

JAGUAR

HENLYS, Ltd.,
ENGLAND'S Largest Jaguar Distributors.
SELECTION of all models at attractive prices.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).
DEPOTS at:—
MANCHESTER (Blackfriars 7843).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
STREATHAM (Streatham 7751).
HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0081).
GREAT WEST Rd. (Ealing 3477). Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [0027

OVERSEAS CARS, Ltd.

1948 1½-litre Jaguar saloon, suede green, special equipment, excellent condition throughout; £1,125. For other Overseas Cars bargain see page 41.
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [7953

LEX GARAGES, Ltd., offer:—

1949 (March) Jaguar 1½-litre s/eqpt. saloon, gunmetal grey, red leather, 9,000 miles; £1,265.
LEX GARAGES, Ltd., 2, Lexington Street, London, W.1. (100 yds. Piccadilly Circus.) Ger. 8600. [7662

H. A. SAUNDERS, Ltd., offer:—

1948 Jaguar 1½-litre special equipment saloon, black, fitted radio and discs, completely immaculate; £1,175.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [6519

HAROLD RADFORD & Co., Ltd.

1947 (Feb.) Jaguar 3½-litre saloon, finished in black with brown leather upholstery, one owner, 4 new tyres, spare unused, heater and demister, 19,000 miles, in first-class condition throughout.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8227

JAMES SIMPSON (SALES) offer:—

1937 Jaguar 2½-litre, fitted radio, in exceptionally good condition; £550.—244, Brompton Rd., S.W.3. Ken. 3315. [8408

COOMBS & SONS (GUILDFORD), Ltd.,
OFFER:—

1947 Jaguar 1½-litre saloon, special equipment, Radiomobile, 12,000 miles, a really good car.
WE welcome any inspection.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5698

1948 Jaguar 3½-litre drop head coupe, fitted H.M.V. radio; £1,200.
SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. Tel. Pal. Grn. 1205-7173. [8045

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348

£225.—S.S. Jaguar 2½-litre saloon, 1936, black, 100% mechanically perfect, a car for the enthusiast.
M.B. MOTORS, 336, New Cross Rd., London, S.E.4 Tideway 3779. [5508

1946 (November) 3½ Jaguar black saloon, 16,000 miles, excellent condition throughout; £875.—Box 3647. [7638

JAGUAR 1½-litre Special, 1947, engine completely overhauled, spotless, any trial; best over £950.—Ravensbourne 6655. [7616

3½-litre Jaguar saloon, finished black, 11,000 miles, first registered May, 1946; £750.—Jack Olding, Ltd., North Audley St., S.W.1. [8105

1947 Jaguar 1½-litre saloon, black, fitted radio and Ace discs, excellent condition throughout, one owner; £875.—Below.

1948 Jaguar 1½-litre special equipment saloon, fitted Ace discs, cream and red, exceptionally smart appearance, bargain; £1,050.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [8156

£275.—1937 Jaguar 2½-litre saloon, immaculate condition throughout.—Lockwood, Half-way Walton 2824, after 6 o'clock 3387. [8458

1948 Jaguar 3½-litre drop head coupe, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7825

1948 (model) Jaguar 1½-litre special equipment saloon, grey, 15,000 miles, beautifully maintained; £1,050.—Robbins, East Putney. Tel. 4581. [5069

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre saloon, grey/grey leather, 10,000 miles, as new.—Gordon House, 373, Euston Rd. N.W.1. Euston 6611. [7934

1941 registered Jaguar 1½-litre drop head coupe, in beautiful condition, pale green, fitted radio; £450.—Ruthers Garage, Eastern Ave., Romford 2552. [8387

6000 miles only; 1948 Jaguar 1½-litre, S.E. model, Radiomobile and heater, black with brown leather; £1,125.—Emlyn Garage, Newcastle-Emlyn. Tel. 245. [7842

JAGUAR

1939 1½-litre Jaguar sports saloon, excellent condition, fitted radio; £395; terms, exchanges.—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tulse Hill 7106. [7622

1949 Jaguar 1½-litre special equipment saloon, 4,000 miles only, black, fitted radio and discs, completely immaculate; £1,185.—Northgate Motors, Ltd., Tel. Main 6370. [8363

1946 Jaguar 1½-litre, black/red leather, radio, excellent condition throughout; £785.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725-5870. [5790

3½-litre saloon, 1947, low mileage, black/fawn upholstery, radio, faultless condition; £1,095.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [7802

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, very clean specimen, attractive metallic grey finish with red leather, excellent mechanically, fitted 5 new Dunlops; £495.
CAMDEN MOTORS.—Jaguar 1½-litre 14hp foursome drop head coupe, 1939, original maker's finish (black), beige leather, very sound chassis, outstanding performance, Ace discs, etc.; £485.
CAMDEN MOTORS.—Jaguar 1½-litre 14hp sportsman's saloon, 1939-40, beautifully finished suede green, most immaculate appearance, stored war years, moderate use only; £525.
CAMDEN MOTORS.—Jaguar 1½-litre 14hp foursome drop head coupe, 1939, in very unique mechanical order, maintained and serviced by Jaguar specialists, full history of overhauls known, magnificent performance uses no oil, black coachwork in spotless condition and whole car ready to give thousands of miles of trouble-free service; fully guaranteed in writing; £535.
CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1946-7, used for 18 months only and stored since April, 1948, owing to prolonged illness of late owner; very low mileage indeed, condition practically as brand new, colour metallic grey, red leather; £825.
CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1939, very good runner, fitted brand new tyres, but wings require respray; £395.
CAMDEN MOTORS.—Jaguar 2½-litre foursome drop head coupe, 1939, fitted works replacement engine beginning of this year, mileage since approx. 1,150; whole car in original condition even to the mats; £525.
CAMDEN MOTORS.—Jaguar 3½-litre sportsman's saloon, 1947 model, immaculate condition throughout, low mileage, superb mechanical order; £825.
CAMDEN MOTORS.—Jaguar specialists, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Over 20 Jaguars in stock, also 290 cars of other makes. Write for 16-page post-free stock list. Easy and confidential hire-purchase facilities, part exchanges; free delivery of any car anywhere in the United Kingdom; near Main Line L.M.S. Station, frequent trains from Easton and Watford take only 50 mins. or by road under 4 miles from main A.5, Watling Street. [7915

1939 Jaguar 3½-litre saloon, in outstanding condition throughout, total mileage under 20,000, 1 private owner; £545.—L. T. W. Clark, 73, Cadogan Lane, W.1. Tel. Slo. 4727. [7879

1948 1½-litre saloon (de luxe), grey, red leather, 8,000 miles, extras twin fog lights, demisters, Radiomobile, muff, Ace discs, indistinguishable from new, taxed Dec.; £1,195.—Cli. 2677, after 5 p.m. Pal. 2884. [8277

OCTOBER, 1948, 3½-litre Jaguar saloon; 9,000 miles; grey with red leather upholstery; extremely well maintained and in faultless condition throughout.—Haig's Motor Co., Ltd., Granada Road, Southsea. Tel. Portsmouth 32268. [7657

FOR sale, 2½-litre Jaguar 1939 model saloon, overhauled by makers, good tyres, radio, one owner, in exceptional condition; £525 or near offer; inspection invited.—Apply C. J. Pittard, C. W. Pittard & Co., Ltd., Sherborne Rd, Yeovil. [8498

395 gns.—Jaguar 1939 model 2½-litre 4-door saloon, black, sliding head, red leather, good tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8193

1948 (Nov.) Jaguar 1½-litre saloon, S.E. model, grey, red leather, radio and discs, one owner, 8,000 mls., £1,100; 1947 (Dec.) Jaguar 2½-litre saloon, stone, green leather, radio, guaranteed 5,000 mls.; £1,125.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7971

1947 1½-litre special equipment Jaguar, gunmetal, Ace wheel discs, H.M.V. radio, inbuilt engine heater and battery charger, Fram oil cleaner, D.A. automatic oil dispenser, very good condition having been carefully driven by one owner; £925.—H. Gobell, 6 Barking Rd., East Ham, E.6. Gra. 1763. [7605

Jaguar Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Jaguar cars.—320, Euston Rd., N.W.1. Euston 1212. [0964

HENLYS, Ltd.,
ENGLAND'S Largest Jaguar Distributors
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)
GREAT West Road (Ealing 3477). Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
MANCHESTER, 1-5, Peter St. (Blackfriars 7843).
HENLYS, Ltd., England's Leading Motor Agents. [0028

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0943

JAGUAR cars wanted:—
SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. Main dealers, urgently require modern Jaguar cars. Tel. Palmers Green 1205-7173. [8046

Jaguar Cars Wanted

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6139

1939 1½-litre Jaguar saloon or drop head; any condition.—Valentine 4830. [8441

POST-WAR Jaguar required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0856

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

CASH immediately for good Jaguar.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8065

J. R. INWARDS, Ltd., main dealers for West Middlesex, are anxious to buy Jaguar cars.—High St., Ruislip 3033/4/5. [0899

WANTED post-war low mileage 1½-litre Jaguar saloon, must be 1947 or later.—J. Chapman, 6, Green Park, Cambridge. [7300

URGENTLY wanted for client, low mileage Jaguar 1½-litre saloon.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [1945

1947-8 Jaguar 1½, 2½, 3½ or V sals. wtd.—Tel. or write. Low Fell Motor Co., Durham Rd., Gateshead-on-Tyne, 9. 75532. [8231

URGENTLY wanted, good condition Jaguar cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2440

URGENTLY required, all models Jaguar cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [1038

CAMDEN MOTORS require to purchase Jaguar 1½-, 2½- and 3½-litre saloons and drop heads in good clean condition, 1938-40 and post-war; write, call or 'phone, stating price required.
CAMDEN MOTORS, Ltd., the best Jaguar buyers, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [7921

Jaguar Spares and Service

HENLYS, Ltd.,
ENGLAND'S Largest Jaguar Service Station.
GREAT WEST ROAD, Brentford (Ealing 3477).
SPARES and replacement engines for all models.
SAND at Manchester. Cheetham Hill Rd. Deansgate 6216/7.
QUICK completion of repairs. [0563

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares. 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0404

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [4105

JEEP

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24-HOUR service, Britain's leading Jeep specialists; full range of spares in stock, rebuilt Jeeps; detachable van and utility bodies from £55; spares despatched same day.
EXPORT.—Orders and enquiries invited by our export sales division.
MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013. [0214

JEEPS.—Special long chassis jeep utility, far above average condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [7767

HAVE you seen Metamet's made-to-measure Jeep conversions? 6 months' guarantee, over 20 m.p.g. Optional commercial registration.—100b, Belsize Lane, N.W.3. [0534

1945 Jeeps, all types, perfect Jeep trailers, spares, amphibious Jeeps.—Davies & Groves, 1-5, Dorset Close, N.W.1. Padd. 8345. (Established over 100 years.) [2901

JEEPS.—Autowork, Ltd., of Winchester, England's largest stockists of jeeps and trailers; tremendous quantities of new and used spares; literally everything in stock.—Tel. Winchester 4834. [7768

PRIVATE owner offers 1947 shooting brake Jeep, 21,000 miles, untaxed 1948, excellent condition, smart appearance; £260; no offers.—Twitten Orchard, Nutbourne Common, Pulborough, Sussex. [7640

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeeps and Jeep spare parts, home and export, all spares stocked, exchange plan engine, gear box, water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0033

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0944

Jeep Spares and Service

AUTOWORK, Ltd., of Winchester, the largest jeep stockists for all spares and service.—Tel. Winchester 4834. [7769

METAMET for all Jeeps, spares; exchange unit service; expert Jeep repairs; to order spares 'phone Hampstead 5231.—100d, Belsize Lane, N.W.3. [0539

100% Jeep specialists; the only make of vehicle we sell and service; spares our speciality; large orders quoted for ordinary spares service by return; commercial petrol conversions; Amphibious Jeeps; we give service.—Wick Autos, the Jeep People, 15, St John's Rd., Hampton Wick, Kingston-on-Thames. (Tel. 4718.) [0366

JENSEN

3½-litre Jensen saloon for sale, registered December, 1936, black, splendid condition; seen London or South Wales.—Apply George Williams, Christie-Tyler, Ltd., Trading Estate, Bridgend, Glamorgan. [7777

JOWETT

NEWNHAMS, Ltd.

1948 Jowett van, small mileage, carefully used; £450.
NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [7380

JOWETT

HMBENTLEY & Partners.

JAVELIN and Jupiter main agents.

7800 miles only, 1949 (March) saloon, in black with fawn leather interior, as new; £985.

10400 miles only, 1949 (January) saloon, in leaf green with red leather interior, first-class condition, 550×16 tyres; £955.

THESE cars have been passed by our service department and are guaranteed by us for six months.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [8364

TOM GARNER, Ltd., offer

1949 Jowett Javelin saloon, turquoise with beige leather, heater, 9,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7711

H. A. SAUNDERS, Ltd., offer:—

1939 Jowett 8hp saloon, 25,000 miles, immaculate; £375.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [6520

WARWICK WRIGHT, Ltd., offer:—

1949 Jowett Javelin 1½-litre saloon, suede green, buff leather, 6,000 miles; £1,035.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8135

1939 Jowett 10hp 4-cylinder saloon, black, good condition; £300.—Ralph Dee, Whitecroft Garage, Nailsworth, Glos. [8255

1948 (October) Jowett Javelin, 6,000 miles, equal to brand new car; £895.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [6447

COOTER & GREEN, Jowett main agents for Beckenham, Bromley and district; Javelin sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0502

£245.—1937 Jowett flat 4-cylinder 10hp sun saloon, de luxe model, tyres and battery good, excellent engine, gearbox and rear axle, brakes and steering, immaculate interior, real leather, upholstery, paintwork good (original), this car is doing a genuine 35 m.p.g. and the performance is outstanding; these cars were, of course, the forerunners of the Jowett Javelin.—Garrard Motors, 132b, Uxbridge Rd., Hanwell Broadway, W.7. Ealing 4635. [7835

Jowett Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Jowett cars.—150, Park Lane, W.1. Grosvenor 3434. [0715

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945

RAYMOND WAY, the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3130

Jowett Spares and Service

NEWNHAMS, Ltd.,

JAVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv. 4646. [0415

JOWETT-BRADFORD.—For quick repairs or any spares try Bunting's Jowett Agency, Harrow 1908.

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin Bradford vans and trucks

LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629. 308, Erith Rd., Bexleyheath. [0571

CROYDON.—Godfreys Ltd., for full Jowett service and comprehensive range of spares. 228-234, London Rd., Croydon Cro. 3641 [0463

FOR full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1. (Welbeck 7988.) [9247

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—G. W. Wilkin, Ltd. 1, Weston Park, and 94, Eden St., Kingston 2241-2. [6618

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel Kingston 0710. The Jowett specialists and main agents; over 22 years' Jowett experience; spares and service. [0759

KAISER FRAZER

PHILIP RICKARDS, Ltd., offer:—

1949 model Kaiser 4-door sedan, black with fawn cloth upholstery, right-hand drive, fitted heater, radio, spotlamps, mileage 622 only since new.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [8011

1949 model Kaiser 4-door saloon, fitted radio, spot lamps, etc., mileage 860 only, a unique opportunity to secure an American car in new condition.

DON EVERALL, Ltd., Cleveland Road, Wolverhampton. Tel. 23212. [7182

LAGONDA

BROOKLANDS,

LAGONDA distributors for London,

OFFER:—

1940 series 12-cylinder short-chassis special 4-carburettor engined drop head 4-seater coupé by James Young; this car is at the moment being completely reconditioned by Lagonda, Ltd., and will be available in one month's time, when it will be as new.

DETAILS and catalogues available for new models.

103, New Bond St., W.1. Tel. Mayfair 8351/6. [8097

LAGONDA Rapier 9.5hp saloon, fast, economical, extensively overhauled 1947, little used since; £265. Ironside, Falkland House, Marloes Rd., W.8. [8281

LAGONDA

DAVIES MOTORS offer:—

12-cylinder drop head coupe, body Thrupp & Maberly, L.G. 6 saloon, engine overhauled, etc.; 1937 coupe 1680 tourer, in magnificent condition.—273, London Rd., Staines. Tel. 3457-8. [0287

DICKS CAR SALES offer.—

1935 Lagonda 4½-litre drop head coupe, body by Freestone & Webb, numerous extras; £495.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [8125

GUY SALMON AUTOMOBILES.

HAVE on view the superb new Lagonda saloon and coupe, reasonable delivery; may we quote you on your present car?—Portsmouth Rd., Thames Ditton. Emberbrook 4343, 4227 and 4373. [8415

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [0264

1935 series 4½-litre Lagonda pillarless saloon, engine overhauled, good tyres, exceptional condition; £325.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Tel. Ripley 3122/3. [7624

16-80 saloon, £200 overhaul in past year, just completed running in, 20mpg, taxed, all 1950 petrol; £325 or offer for quick sale.—Box 3750. [8377

LAGONDA Rapier drop head coupe 1935, metallic grey, 10,000 since complete engine overhaul, brakes newly relined; £200.—Dickinson & Adams, Welwyn Garden 3262. [8493

1932 Lagonda 3-litre saloon, extensively equipped, previous owner a real enthusiast; £175.—Norman Autos, 352-354, London Rd., West Croydon. Thornton Heath 4657. [8329

395 gns.—Lagonda Rapide, 1935 (reg. 1936), 4½-litre pillarless sports saloon, black, sliding head, brown leather, new Dunlop tyres, wind-tone horns, excellent condition; terms, exchanges.—Rowland Smith, below.

495 gns.—Lagonda, 1936, 4½-litre sports tourer, cream, green leather, wheel discs, tonneau cover, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Lagonda, 1935, 4½-litre 4-door pillarless saloon, black, green leather, good tyres, spare unworn, carefully used, excellent condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8194

Lagonda Cars Wanted

LAGONDA L.G 6 Independent 4½-litre coupe or saloon.—Price and particulars to Box 3296. [5396

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0946

LAGONDA cars.—A limited number of home-sale orders now acceptable; used models always wanted.—Lagonda House, 7-9, Russell Parade, N.W.11. Speedwell 0011 (ten lines). [0258

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V.12 models; service engines in stock.

LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0908

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.), are concentrating on the servicing and rejuvenation of pre-war Lagondas; we have revolutionised the ride of all pre-independent models; details upon request.—273, London Rd., Staines. Tel. 3457-8 or (private) Walton 1562.

WE are open on Saturday mornings when prospective customers will be welcomed at the works. [0217

LAMMAS GRAHAM

£445!—A quality car of special appeal to the connoisseur, supercharged Lammas Graham 26hp foursome drop head coupe, 1938, magnificently equipped with English coachwork by the Carlton Carriage Co., finished in sparkling black and chrome with red Conolly hide upholstery; the appearance of this car is truly magnificent, the design conforms to the very best traditions of first-class hand-built coachcraft, with low, sweeping lines designed to obtain maximum possible speeds, coupled with super efficiency in road-holding, etc.; whilst it is difficult to describe the mechanical qualities of such a car, our senior director has personally made a series of tests on local roads in the area, but has failed to obtain the maximum speed owing to the unsuitability of the conditions; it is definite, however, that the suspension is superb, steering light but positive, cornering and road-holding beyond reproach, acceleration literally breath-taking; this car must be seen and driven to be appreciated; there are no extras, standard fitments include P.100 head lamps, twin Lucas pass-lights, twin loud and soft horns, etc.; a brand new hood, 5 new Dunlop tyres have been fitted; offered with a written guarantee by

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Hire purchase; part exchanges. [7908

LANCHESTER

CAR MART, Ltd.

LONDON distributors.

LANCHESTER 14 1938 Roadrider saloon, 6 months' guarantee; £595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [7891

GUY SALMON AUTOMOBILES offer:—

1940 (model) Lanchester 20 sports saloon, completely refitted at a cost of over £200, an outstanding quality pre-war car with £10 tax; £695.—

1948 Lanchester II saloon, 13,000 miles; £925—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [7389

135 gns.—1935 Lanchester 10 de luxe saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [8116

LATE 1939 11hp Lanchester, in exceptionally good condition, ideal family car; price £475 or near offer for quick sale.—Apply West, tel. Beckham 2834. [7612

LANCHESTER

145 gns.—Lanchester 10, 1935, 5-6-seater Utility van, wood framed body, glass all round, removable rear seating; terms, exchanges.—Rowland Smith, below.

265 gns.—Lanchester 11, 1937, de luxe 4-door saloon, black, sliding head, brown leather, preselector, very good condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8195

LONDON CARS offer 1939 Lanchester 11hp saloon, excellent throughout, written guarantee, £398; 1934 10hp saloon, 32,000 miles, first class, £198; terms, exchanges.—592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [8360

Lanchester Cars Wanted

CMTHE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. [0965

CASH immediately for good Lanchester.—H. F. Edwards, 28, Upper High St., Epsom 9400. [8075

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0947

BRITISH & COLONIAL MOTORS, Ltd., require good Lanchester cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [7817

LONDON CARS require several good 10-14hp pre-war Lanchesters.—Full particulars to 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [8356

Lanchester Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237

LANCIA

JOHN S. TRUSCOTT, Ltd., usually have Lancia Aprilia cars; only first-class examples are offered; full details on request.—173, Westbourne Grove, W.11. Bays. 4274. [7944

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2393. [0343

JOHN S. TRUSCOTT, Ltd., urgently require first-class Lancias.—173, Westbourne Grove, W.11. Bays. 4274. [7950

GENUINE private buyer requires Lancia Aprilia saloon, sound condition; reasonable price, please; full details.—Box 3767. [8489

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [0508

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0077

Lancia Spares and Service

LANCIA (ENGLAND), Ltd., Ealing Rd., Alperton Wembley (Perivale 5656).—Factory guaranteed spares and repairs; 40-hour service for reconditioned components, engines, dynamos, starters, etc., etc.

LA SALLE

CAR MART, Ltd.

LA SALLE saloon, 1937, radio, 39,000 miles; £695.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [7890

LEA-FRANCIS

CHARLES FOLLETT, Ltd., sole distributors London and Home Counties, offer:—

1949 Lea-Francis utility, 10,000 miles, 1 owner, heater, carefully maintained, a very smart and useful vehicle; £950.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, 12, Wellesley Ave., W.6. Riv. 1413. [7671

795 gns.—Lea-Francis, April, 1947, 14hp shooting brake, 4-door 5-seater coachbuilt natural timber body, fawn wings and bonnet, glass all round, drop tail-board, very carefully used, exceptional condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8196

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

12, Wellesley Ave., W.6. Riv. 1413. [8963

Lea-Francis Spares and Service

LEA-FRANCIS CARS. Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works, Much Park St., Coventry. Tel. 60204-5-6. [0392

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8370

LINCOLN

LINCOLN V.12 (not Zephyr), Oct., 1937, saloon, 27,000 miles, in most immaculate condition throughout, chauffeur kept, twin spares, covers, cord interior; £495; terms, exchanges.—Peterafield Garages, 1357, Stratford Rd., Birmingham, 28. Springfield 1848. [8267

LINCOLN-ZEPHYR

JOE THOMPSON (MOTORS), Ltd., offers:—

DEC., 1938, Lincoln-Zephyr saloon, 6 speeds; £495.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [7862

1945 importation and registration Lincoln-Zephyr, dark green, 16,000, built in Delco radio, heater, spot lamp, in faultless condition, £825.—Derringtons, 159, London Rd., Kingston 5621. [7384

LLOYD

365 gns.—Lloyd, Sept. 1948, 650 sports roadster, silver grey, red upholstery, latest type aluminium cylinder block, independent suspension, steering column gearchange, one careful owner, 9,500 miles, exceptional condition, cost £480; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8197

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd.

1938 Type 230 20hp saloon, black with grey leather upholstery, right-hand steering, no mileage since completely and thoroughly overhauled, all new tyres, complete petrol ration; offers.—Victoria 8715. [8354

CENTRAL GARAGE, Croydon, offer 1938 Mercedes-Benz, type 320, 26hp, finished in black with leather upholstery, excellent condition; price £875.—Central Garage. Tel. Croydon 7464. [6027

1938 model Mercedes-Benz roadster, in exceptional condition, two-tone red, model 170V, 14hp, 27 m.p.g., subject to A.A. test; £495; exchange considered. — Kingston Garage, Springhead, Anlaby, nr. Hull. [3580

170 V 14hp Mercedes-Benz 2-door drophead foursome coupe, new hood, new battery, black with red leather upholstery; moderate mileage in outstanding condition; £495.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [4654

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales, Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [5105

M.G

J. DAVY offers:—

1948 November, M.G. T.C., red, four hundred miles; £765.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [8511

BROWN'S for M.G.s.

1946 M.G. T.C. sports 2-seater, low mileage, immaculate condition; £535.—Brown's Garage, Loughton (Essex) 4119 (Tube). [7861

TOM GARNER, Ltd., offer

1949 series M.G. 1¼-litre saloon, black with beige leather, 8,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7712

DICKS CAR SALES offer:—

1937 M.G. 10hp sports 2-seater, recent engine overhaul; £325.—Below.

1936 M.G. 9hp sports 2-seater, fitted many extras; £295.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4241

WOODBAIN CARS offer:—

£265.—M.G. 9hp P.B. open sports 4-seater, in exceptionally fine condition throughout, hood and screens immaculate, ticks over like a little clock and has masses of urge.

£158.—M.G. 8hp J-type open sports 2/4-seater, finished in rather odd shade of salmon but runs really well and with unusually good acceleration, fold-flat screen, twin carburettors, etc., etc.; just come and try it.

MANY other M.G.s in stock.—Woodbain Cars, M.G. specialists, 6, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435. [8112

ACE SERVICE STATION (LONDON), Ltd., offer:—

1949 (as brand new throughout) T.C. type M.G.; £725.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [7864

1948 M.G. T.C. 2-seater, red, very carefully used, small mileage; £625.

JARVIS & Sons, Ltd., Morris House, Morden Rd., S.W.19. Lib. 4656. [8394

1939 1½-litre V.A. M.G. tourer, excellent condition, nice chassis; £399.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [8305

1936 (November) M.G. sports 2-seater T.A. model, with full basic, in good condition; £295.

GEE CARS, Ltd., 60, Queenstown Rd., S.W.8. Tel. Macaulay 3363. [7847

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

M.G. 8hp P.A. 4-seater tourer, black, excellent; £240, near.—James, Dalrymple, Ifield, Sussex. Crawley 322. [8262

WALTER SCOTT, Ltd.—M.G. Midget 1933 J.2 type 2-seater; £175.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 594. [7848

6000 miles, 1947 M.G. 2-str., one owner.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7821

P.A. late 1935 2-seater, 43,000 mls., good condition throughout; £235, offers.—Sandrock, Boundstone, Farnham, Surrey. Tel. 5865. [8250

1947 M.G. model T.C. roadster, finished black/red, perfect condition; £585.—Peter Guest, Ltd., Wootton Rd., King's Lynn. Tel. 4129. [7836

BARGAIN. — Magnificently maintained 1½ M.G. saloon, 1947, grey-green, 16,000, year's basic; £845.—42, Manor Rd., Farnborough, Hampshire. [8241

£350.—1938 M.G. T type 2-seater, finished in green, very nice car.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [8445

ROSE & YOUNG, Ltd., offer 1949 M.G. T.C. 2-seater, red; £650.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5752

GORDON CARS (LONDON), Ltd.—1949 M.G. T.C. 2-seater, red, 3,000 miles, indistinguishable from new.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [7935

1946 M.G. T.C. model, 7,000 miles, black-green, as new; £575.—L. P. Dove, Ltd., The Mid-Surrey Used Car Centre, Guildford Rd., Woking. Tel. 1283. [7753

M.G.

1½-litre M.G. saloon, finished black, with beige leather, only 3,600 miles, first registered September, 1948; £975.—Jack Olding, Ltd., North Audley St., W.1. Mayfair 5242. [8105

1½-litre M.G. sports saloon, first registered January, 1948, finished in black with red leather upholstery, 10,000 miles, one owner and in perfect condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [7955

1937 M.G. 2-seater T.A. model completely overhauled, resleeved, etc., green, very good car; £345.—G. & R. Garage, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 4385. [8338

1949 (April) M.G. 1½ saloon, black, beige leather, radio, 6,000 mls., as new; £975.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7970

1938 T.A. 2-seater, black, blue leather reconditioned, sound throughout, very good appearance, engineer maintained; £545.—Derrington, 159, London Rd., Kingston 5621-2. [7385

1946 M.G. T.C. 2-seater, new engine and hood, low mileage, good tyres, many extras, black, fawn leather; bargain, £485.—Holbrook Motors, Richmond, Surrey. Tel. 4014. [7724

MAYFAIR GARAGES, Ltd., have 5 M.G.s in stock, all with 3 months' guarantee, 1937-8 T.A. sports 2-seater, £350; 1948 specially built supercharged 939cc 2-seater, £495; 1934 model J2, £245.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. [8461

495 gns.—M.G. Midget, 1946, 11hp, T.C. 2-seater, black, fawn leather, good tyres, numerous extras, carefully used, exceptional condition; terms; exchanges.—Rowland Smith, below.

225 gns.—M.G. Midget, 1935, 8hp P. 4-seater, red, maroon leather, very good condition; terms; exchanges.—Rowland Smith, below.

295 gns.—M.G. Midget, 1936, 9hp PB. 2-seater, black, red leather, good tyres, very good condition; terms; exchanges.—Rowland Smith, below.

195 gns.—M.G. Midget, 1933, 8hp J.2 2-seater, maroon, competition tyres, very good condition; terms; exchanges.—Rowland Smith, below.

345 gns M.G. Midget, 1937, 10hp T 2-seater, black, blue leather, practically unworn tyres, carefully used, excellent condition; terms; exchanges.—Rowland Smith, below.

395 gns.—M.G. 1938 2-litre 4-door sports saloon, black, aluminium wheels, sliding head, red leather, carefully used, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead tube). Hampstead 6041. [8212

M.G. Midget, series T.C., April, 1949, 900 miles; offers; advertiser requires new or covenant-released 1½-litre M.G. series Y saloon.—John Cracknell, 2, Brackley Close, Peterborough. Tel. 3742. [7621

1938-9 M.G. Y.A. 1½-litre sports saloon, carefully used by one titled owner, really immaculate condition; £495.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [8431

LIONEL LEONARD'S supercharged Magnette, Marshall blower, light alloy body, hydraulic brakes, preselector gear box, etc., offers invited to 17, Streatham Hill, S.W.2. Tulse Hill 2292.—See under spares. [8401

T.A. type M.G., 1939 model, radio, Newtons, fog, spot lights, twin spares, absolutely first-class car, black; motor cycle accepted pt. ex.; £385 or offer less extras.—Laidler, 227d, Leigham Court Rd., Streatham. [8242

£185.—1934 M.G. Magnette sports saloon with sunshine roof. This is one of the rare K type Magnettes with special engine and large brakes; E.N.V. close ratio gear box; car in excellent order; taxed.

BRIAN FINGLASS, Bugatti Sales & Services, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6 Tulse Hill 4755. [7311

ROSE & YOUNG, Ltd., offer:— M.G. 1½-litre saloon, grey and green, nice condition throughout; £795.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [8178

1947 M.G. T.C. 2-seater sports in red, red leather upholstery and trimmings, 16,000 miles, in spotless condition throughout; £565.—Makin & Harrison, 492-496, Chiswick High Rd., W.4. Chiswick 0558-2619. [8117

£235.—1934 M.G. 8hp P.A. 2-seater, gunmetal, green leather, new tyres, condition comparable with post-war model; terms, exchanges.—Birkett Motors, Ltd., 326, Romford Rd., Forest Gate, Maryland 2534. [8020

1938 M.G. 2-litre saloon, Abingdon blue, just repainted, 9,000 miles since factory reconditioned engine installed, springs reset, new shock absorbers, 5 good tyres, car carefully maintained, at present in Germany and to be sold for £500.—Write Box 3749. [8376

NAYLOR & ROOT, Ltd., 1940 M.G. T.B. 2-seater, black, blue hide upholstery, low mileage, perfect condition throughout, many extras, excellent value; £445; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junc., S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [7956

£525.—May, 1947, series T.C. M.G. Midget, one very enthusiastic owner since new and in most unique mechanical order; engine has just been specially tuned and during a series of electrically timed tests a performance of approximately 85 m.p.h. was obtained; these tests were so recent that comparable speeds can at this moment be claimed on this model; real enthusiast cannot fail to appreciate this highly desirable motor.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [7907

M.G. Montlhery, fitted Dellow supercharged 1,172cc Ford engine (1948) and gearbox, 75lb valve springs and racing S.U., modified rear with slab tank and 2 spare 16×575 wheels, 6 good tyres, 1 extra wheel, fitted hydraulic brakes with outside trials handbrake, new linings, Fordson clutch and battery, straight tooth crown wheel and 80-ton shafts, this car has had numerous trial successes, but is yet absolutely right as a normal and unfreakish road car; £175, or part exchange good H.R.G., about £475 cash or exchange large vintage saloon.—Clarke, 12, Lord St., Wrexham. [8284

M.G

1947 M.G. T.C. 2-str., one private owner, mileage under 13,000; this car has had a new hood and has been resprayed red, and is in perfect condition both mechanically and in respect of coachwork; highest offer accepted.—Box 3666. [7739

CAMDEN MOTORS.—M.G. 1½-litre 12hp series V.A. 4-door sportsman's saloon, 1939, in most exceptional mechanical condition; late property of chief mechanical engineer; the engine has just had a complete major overhaul, with all parts renewed as required, stripping and reassembly being carried out by a well-known M.G. racing mechanic; performance is really delightful, the car being particular facile in manoeuvre in traffic and fast and exhilarating on an open run, particularly so for a 12hp engine; delightfully finished in polychromatic bronze with natural hide interior, the appearance is in keeping with the mechanical order; £495.—See below.

CAMDEN MOTORS.—M.G. 1½-litre 12hp series V.A. Tickford foursome drop head coupe, 1939; another "specimen" car purchased from the original late owner and maintained and serviced by county M.G. distributors utterly regardless of cost; this somewhat scarce model, which is strikingly finished in deep maroon with chromed motifs, and contrasting black wings, will immediately appeal to the purchaser seeking performance coupled with distinctive appearance; equipped with 5 new Dunlop oversize tyres, brand new maroon hood, twin Lucas passlights, and offered with a written guarantee at £525.—See below.

CAMDEN MOTORS.—M.G. 1½-litre 12hp series V.A. sports saloon, 1938, not so immaculate as those above, but a desirable car with excellent mechanical qualities, finished in original black cellulose with red leather; £395.—See below.

CAMDEN MOTORS.—M.G. 2-litre 4-door sportsman's saloon series S.A., registered January, 1940; a one-owner car since new, which has had very much less than average use for a car of its year, having been stored for approximately 4½ years and taxed at half-rate since being put back on the road; original black cellulose is in very good order, whilst the interior in blue leather is in excellent condition with original mats and head lining; whole appearance is comparable to a car which has been thoroughly and conscientiously maintained since new; fitted with radio, heater and other luxuries; £485.—See below.

CAMDEN MOTORS.—M.G. 2½-litre series W.A. foursome drop head coupe, 1939; a magnificent car with black and chrome Salmons Tickford bodywork and handsome Conolly hide interior (blue) and dark grey mohair top; the coachwork is without major blemish, there are no rattles or drafts, and the whole car is in superb condition; this scarce and highly desirable model is justly famous for its terrific performance; the engine has been specially tuned by experts, and is capable of exceptionally high cruising speeds, with vivid acceleration, positive steering, excellent braking and road-holding qualities; £595.

CAMDEN MOTORS.—M.G.; all the above specimen cars are fully guaranteed in writing; write for our 18-page stock list of these and 300 other cars in stock; easy and confidential hire purchase facilities, part exchanges; free delivery of any car anywhere in the United Kingdom; near main line L.M.S. station; frequent trains from Euston and Watford take only 50 mins., or by road under 4 mile, from main A5 Watling Street. [7906

M.G Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone 2088. [7643

URGENTLY required, good, pre-war M.G.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [8071

URGENTLY wanted for client, low mileage M.G. 1½-litre saloon.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [1947

MAYFAIR GARAGES, Ltd.—Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want Js Ps and Ts for cash. 'Phone or write for buyer to call. [7447

RAYMOND WAY, the hire purchase specialists, are still buying M.G.s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5661

M.G. Spares and Service

THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Tel. Grosvenor 4141. [0500

FOR M.G. mudguards, running boards, 1933-46.—Brooks, 85, Queens Rd., Brighton. [0385

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0206

M.G. spares, prompt and courteous service, see under P. & A. column.—Derrington, 159, London Rd., Kingston 5621-2. [5182

LIONEL LEONARD offers spares for N and K Magnette including cylinder blocks and heads, superchargers, gear boxes, water pumps, camshafts, various rocker parts, engine front and rear housing, crown wheels and pinion, dynamo, starter, wheels, tyres and various chassis and engine parts.—Enquiries invited 17, Streatham Hill, S.W.2. Tulse Hill 2292. [8402

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for type P, J, T and L, and N Magnettes; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drivers, rockers, stock sleeves, rocker bushes, rocker shafts, valve guides, springs, valves and gaskets, with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, The Roundabout, Hanworth, Middlesex. Tel. Molesey 683. [0349

MORGAN

MORGAN 4/4 2-str. sports model, with twin spare wheels, maintained by Morgan enthusiast regardless of cost, and is in almost new condition; £325 or nearest offer.—Lynton Taylor's Hill Godstone Surrey. Godstone 382. [7734

MORGAN

1939 Morgan 4/4 drop head coupe, attractively finished in blue. Coventry Climax engine, 100% mechanically sound, a car for the enthusiast who wants fast and safe motoring at an economical running cost; £335.
M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [7859

BEVERLEY MOTORS will shortly have completed special 2-seater 4/4 Morgan for our customers' inspection and criticism or plain rude remarks.—Beverley Motors, Proprietor N. H. Mann, Coombe Rd., New Malden. Tel. Malden 4403. [3325

Morgan Cars Wanted

ROWLAND SMITH'S the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

MORGAN 4/4 d.h. coupe 2-seater, 1939 or later, private, for cash.—Box 3753. [6380

RAYMOND WAY, the hire-purchase specialists, are still buying Morgan, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3131

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1A, South Ealing Rd., Ealing, W.5. Eal. 0570. [0728

MORRIS MINOR

1949 Morris Minor saloon, 2,100 miles, as new, approximately £700.—Garman, Harrow 5614.

1949 Morris Minor saloon, 2,000 miles.—British and Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7813

Morris Minor Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716

MORRIS EIGHT

J. CORYTON, Ltd.

£535.—1947 (August) 8hp Morris 2-door sun saloon, black/brown interior, 16,000 recorded mileage, one previous private owner, several extras fitted, exceptionally good condition and mechanically guaranteed.

£39/149, Fulham Rd., South Kensington. Ken. 1410. [5877

NEWNHAMS, Ltd.

1948 Morris 8 4-door saloon; black with brown; low mileage.
NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [8035

LEX GARAGES, Ltd., offer:—

1948 (July) Morris 8 saloon, 4-dr. F/H, green/brown interior, 5,000 miles, as new throughout; £645.
LEX GARAGES, Ltd., 2, Lexington Street, London, W.1. (100 yds. Piccadilly Circus.) Ger. 8600. [7684

H. A. SAUNDERS, Ltd., offer:—

1948 Morris 8 4-door saloon; £595.

1947 Morris 8 4-door saloon de luxe, sunshine roof, discs; £565.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [8521

JAMES SIMPSON (SALES) offer:—

1946 Morris 8, beautiful appearance and mechanically perfect; £450.—244, Brompton Rd., S.W.3. Ken. 3315. [8405

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1939 (July) Morris 8hp touring model 4-seater, black, brown leather upholstery, coachwork, mechanical condition and tyres excellent, well above average for year; £350.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [7984

£210.—1937 Morris 8 2-door saloon, very clean condition, good tyres, taxed.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8476

1947 Morris 8 4-door saloon, first registered Nov., 1946, in exceptional condition throughout.
LANCEFIELD COACHWORKS, Wrenfield Place, Herries St., W.10. Ladbroke 2951-4. [8111

£145.—Morris 8 2-seater, 1935, taxed, insured, overhauled; bargain.—Northwood 2805. [8280

£235.—Morris 8 1936 2-door saloon, black with red leather, really exceptional condition throughout; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park. Park 5066-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [7628

1947 Morris 8 saloon, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7826

1948 (June) Morris 8 4-door saloon, black, brown leather; £565.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [8016

1938 Morris 8 2-door saloon, beautifully kept; £270.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8137

1947 Morris 8 2-door sun saloon, black, 4,000 miles; £565.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [7399

£125.—Morris 8 side valve, specially rebuilt 1949, 2-4-seater tourer, extended chassis, exceptionally clean, good tyres, taxed.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8480

1946 Morris 8 2-door sun saloon, black, 22,000 miles; £485.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [7400

MORRIS EIGHT

1939 Morris 8 saloon, in very good condition throughout, bargain; £325.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6505

LATE 1948 Morris 8hp 4-door saloon, perfect condition, one owner, many extras, taxed; price £535.—Write, Akers, 23, Langmead Drive, Bushey Heath, Herts. [3272

1948 Morris 8 4-door saloon, colour black, 4,000 miles only, almost unmarked; £595.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [8159

£485.—8hp series E Morris 2-door de luxe saloon, black with brown upholstery, done only 12,300 miles, immaculate.—Staines Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [8337

1948 Morris 8 4-door saloon, immaculate condition, very low mileage, black with brown leather upholstery; £600.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [8355

WALTER SCOTT, Ltd.—1948 (August) Morris 8hp 4-door saloon, green, brown leather, one owner, 11,000 miles, many extras, absolutely as new; £585; terms, exchanges.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [8413

425 gns.—Morris 8, May, 1946, 2-door saloon, black, sliding head, brown leather, one owner, very good condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8198

1939 Morris 8 4-door saloon, black brown leather upholstery, low mileage, unblemished; £385; terms, exchanges, 3 months' guarantee; free demonstration within 100 miles.—Makin & Harrison, 492-496, Chiswick High Rd., W.4. Chiswick 0558-2619. [7015

1948 Morris 8 4-door saloon, low mileage, one owner, beautifully kept car, superb coachwork, immaculate hide upholstery, performance, appearance beyond criticism, 545gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [7977

Morris Eight Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris 8 cars.—150, Park Lane, W.1. Grosvenor 3434. [0967

I REQUIRE post-war Morris 8 urgently.—30, Rycroft Rd., S.W.16. Tulse Hill 1288. [7662

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0976

1937-1948 Morris 8 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta 2232 and 0464. [6455

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5662

MORRIS TEN

LAYTONS OF OXFORD offer:—

£625.—1947 Morris 10hp saloon deluxe, black with brown leather upholstery, taxed for the year, this car is in first-class condition throughout.
LAYTONS, New Rd., Oxford. Tel. 3381. [7671

S. G. SMITH (MOTORS), Ltd., offer:—

1947 (November) Morris 10, small mileage; £635; selection of 50 other guaranteed used cars.
S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., London, S.E.22. New Cross 4444. [8343

GATEHOUSE offer 1939 Morris 10 saloon, in immaculate condition; £385.
GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [7849

1947 Morris 10 saloon, black and brown leather, low mileage, excellent condition throughout; £595.
JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [6484

MORRIS 10 1947 (Oct.) black saloon, ex. con., one owner; £625.—Graham, Farnborough, Hants 732. [7614

£150.—Morris 10, 1934, but quite exceptional condition, rebored, rewired, taxed year.—77, Hampden Rd., Hitchin. [8301

£385.—1939 Morris 10 de luxe saloon, black with brown hide, taxed year, exceptionally clean condition; also one other.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8470

1946 Morris 10 saloon, one owner, absolutely immaculate throughout.—Autowork, Ltd., Winchester. Tel Winchester 4834. [7761

1939 Morris 10 saloon, recellulosed, a fine car, £390; another, £380.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8136

1937 Morris 10hp saloon, in excellent order throughout. £300.—Lyne, Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [7393

1939 Morris 10hp saloon, beige and brown, reconditioned engine, exceptional condition; £385.—23, The Avenue, Summersdale, Chichester. Lavant 231. [8503

10hp saloon, 1948, 12,000 miles, one owner, exceptional condition; £695.—Recommended by H. A. Saunders, Ltd., 144 Golders Green Rd., N.W.11. Speedwell 0011. [7803

£195.—1936 Series II Morris 10 streamlined de luxe saloon, exceptional condition throughout.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [8023

1948 Morris 10 de luxe saloon, mileage 11,000, maintained immaculately, coachwork indistinguishable from new, entire car irreproachable condition, very exceptional car, offered at 650gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [7976

Morris Ten Cars Wanted

URGENTLY required, 1947/48 Morris 10 saloon, no dealers.—Box 3535. [7298

POST-WAR Morris 10 required, cash payment.—Morley, 54 Stretham Hill, S.W.2. Tulse Hill 4488. [0857

Morris Ten Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris 10 cars.—320, Euston Rd., N.W.1. Euston 1212. [0968

MORRIS 10 wanted, not earlier 1938.—Gordon Woodcrson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [5956

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0977

1937-1948 Morris 10 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [6454

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5662

MORRIS TWELVE

1939 Morris 12 saloon, car in good condition, well cared for; £395.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [6148

1938 Morris 12, in original condition throughout; bargain, £295.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [5511

1939 Morris 12, coachwork and mechanical condition perfect, tyres very good; £325.—Simpsons Motors (Wembley), Ltd. (American car specialists), Wembley 3903. [7238

£355.—Series 3 Morris 12 de luxe saloon, magnificent bodywork, absolutely unmarked, interior excellent, large body with boot, excellent performance with high economy, one owner, vehicle in outstanding condition, comprehensive 3 months' written guarantee; hire-purchase, exchanges.
LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [8221

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0978

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5842

MORRIS FOURTEEN

£250.—Here's yet another; a Morris 1937 14hp de luxe saloon, a little more than the others but immaculate condition.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8468

MORRIS 14 1939 de luxe sal., immaculate, mechanically, exterior and interior, one owner, any test, £475; Morris 12 1937 sal., black, excellent cond. all round, taxed for year, £225.—B. & D., 24, Oldridge Rd., S.W.12 Bat. 8114. [8285

MORRIS SIXTEEN

£165.—1935 Morris 16 fitted with division, only one owner since new, vehicle taken off the road due to redundancy, bodywork excellent, interior very clean, whole vehicle outstanding and ridiculously cheap, comprehensive 3 months' written guarantee; hire-purchase, exchanges.
LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [8223

Morris Six Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Six cars.—320, Euston Rd., N.W.1. Euston 1212. [0718

MORRIS OXFORD

1949 Morris Oxford saloon, 5,600 miles; £925.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [5947

1949 Morris Oxford saloon, 1,600 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7824

1949 Morris Oxford, condition immaculate, fitted heater and radio; £975.—Manor Circus Motors, Tel. Richmond 4004. [8418

GORDON CARS (LONDON), Ltd.—1949 Morris Oxford saloon, maroon, 13,000 miles, H.M.V. radio.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [7936

Morris Oxford Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717

MORRIS MISCELLANEOUS

1948 Morris 10 de luxe, low mileage, one owner; £725; also 1939 Morris 8 2-door de luxe saloon, exceptional condition; £375; another 1946; £495; another late 1947; £550; and a 4-door; £595.
JARVIS & Sons, Ltd., Morris House, Morden Rd., S.W.19. Lib. 4656. [8393

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0379

MORRIS cars, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars.—Maudes of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541. [0105

Morris Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

1938/39 Morris 8 or 10 saloon in good condition.—Valentine 4830. [8442

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris. Wembley 3903. [8001

SELL your Morris to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [4556

Morris Miscellaneous Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Morris cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [7815

CHARLES RICKARDS, Limited, wish to purchase good pre-war Morris cars.—56, Bayswater Road, London, W.2. Paddington 1820. [7705

URGENTLY wanted, good condition Morris cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [1932

Morris Spares and Service

FOR Morris mudguards, running boards, 1930-46.—Brooks, 85 Queens Rd., Brighton. [0384

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St. Ilford (Tel. Ilford 9061). [0471

NASH

JAMES SIMPSON (SALES) offer:—

1948 (June) Nash convertible coupé, grey with red leather, electrically controlled hood, 6-wave band radio, numerous extras, low mileage, superb condition.—244, Brompton Rd., S.W.3. Ken. 3315. [8405

OLDSMOBILE

CASS'S MOTOR MART.—1939 Oldsmobile 6 saloon, £10 tax, superb condition, written guarantee.—5, Warren St., W.1. Euston 4110. [6528

DISTRIBUTORS (RAWLENCE), Ltd., Sales Service and Spares, Blindley Heath Garage, Nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0113

1937 Oldsmobile 4-door saloon, excellent condition, very good mechanical order, good tyres, fitted radio; £300; no offers.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [8051

OPEL

225 gns.—Opel Super Six, 1937, 24hp 5-seater convertible cabriolet, black, red leather, very good condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8200

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tul. 3664. [6099

Opel Spares and Service

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, fibre timing wheels; quotations.—158, Stockwell Rd., S.W.9. Bri. 6251. [0733

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Woodside Rd., Southbourne, Bournemouth. Tel. Southbourne 327 and 160 [5772

PACKARD

DICKS CAR SALES offer.—

1939 Packard Super 8 Georgia coupe, fitted radio, a very attractive car; £625.

1938 Packard 35hp drop head coupe, fitted radio, fine order throughout; £450.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [8118

JOE THOMPSON (MOTORS), Ltd., offers:—

1937 Packard limousine, colour black, face forward occasionals; £795.

1939 sedanca de ville, 32.5hp Super 8 de luxe, very low mileage, special English body, an outstanding car.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [3134

1939 Packard limousine, 32,000 miles, practically as new.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [7389

1937 Packard 26 de luxe saloon, perfect, guaranteed; £325, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [7368

57 hp V.12 1938 Packard saloon, with division, run only 14,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7809

£565.—34hp Packard late 1938 drop head coupe, black, with brown leather, most elegant car, superb condition.—Robbins, East Putney. Tel. 4581. [6039

1936 Packard 33 Super Eight Limousine, 8-seater 1 owner, 60,000 miles, engine rebored, full history known; £695.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. [2862

PACKARD Super 8 de luxe saloon, 33hp, 1938, black, immaculate condition throughout, magnificent car, suitable director or similar; will accept nrst. offer £400, genuine bargain.—Tranter, 7, Richmond Rd., Handsworth, Birmingham. Nor. 2755. [8248

295 gns.—Packard 8, June, 1936, 27hp 120 4-door touring saloon, dark green, sliding head, fawn cloth, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8201

£795.—Superb example 8-seater 34hp Packard super-eight double enclosed limousine with face forward occasional seats and winding division, in such magnificent condition that it is hardly possible to reconcile the year of manufacture as 1937. The condition of the coachwork and chrome accessories alone reveals the scrupulous attention lavished on its ukeep by the previous owner. Interior furnishings are the last word in elegance, carpets, head lining, polished walnut fittings are unmarked. Of the car's mechanical properties there can be no doubt whatsoever, the engine is in first-class order giving a luxurious ride in every sense of the word. Equipment includes twin Lucas passlights, controlled corner reading lights and a special Packard super de luxe built-in radio, operated by remote control from the rear compartment and incorp rating a variable toned moving coil speaker. Vast luggage accommodation is provided in the rear boot, road tyres are practically brand new, the twin spares never having been used. From our entire stock of over 40 limousines this car stands out as one of the finest specimens we have ever handled; fully guaranteed in writing. Call, write or 'phone

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115, for a selection from the remainder of our stock of limousines; see our quarter page advert. in this issue. [7916

PACKARD

1938 Packard Super 8 in immaculate condition, fitted with a Perkins P.6 light high-speed diesel engine, 32/38 mpg, marvellous performance, hardly distinguishable from a petrol engine; £1,500.—Church Road Engineering Co., Ltd., official Perkins depot, Hadleigh, Essex. Tel. Hadleigh 58474/57127. [7056

1938 (June) Packard 30hp 6-cyl. foursome drop head coupe, practically unused since reconditioned by concessionaires, receipts shown, mechanical perfection guaranteed, attractive coachwork, immaculate appearance, evidence careful ownership throughout, fitted Philco radio, twin spot lamps, sacrifice 495gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3 Hampstead 0087-8-9. [7979

LIMOUSINE, 1938, 34hp, black, unquestionable condition, reasonable price. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8091

Packard Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard. Wembley 3903. [8002

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0981

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros. 4747. [0751

7-SEATERS private Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [2886

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [9634

LEONARD WILLIAMS & Co. (1940), Ltd. (sole concessionaires), require good, low-mileage Packard cars.—Great West Rd., Brentford, Middlesex. Ealing 3400. [0191

Packard Spares and Service

LEONARD WILLIAMS & Co. (1940), Ltd., sole Packard concessionaires, Great West Rd., Brentford, Middlesex. Tel. Ealing 3400. [0469

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [4331A

PONTIAC

1948 Pontiac 6-cyl. 2-door left-hand drive saloon, as new; £1,750.—Park Garage (Molesey), Ltd. Hampton Court Way, Molesey. Tel. 4371. [5927

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac. Wembley 3903. [8003

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros. 4747. [0750

RACING CARS

H.W. MOTORS, Ltd., offer:—

THE famous Eccles-Rapier 1,100cc supercharged single seater, completely rebuilt by ourselves, in our racing department, with new block, and crank, etc., car ready to run, ideal for Goodwood, Blandford and all hill climbs; £525 or near offer.

H.W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [8388

COOPER Jap 500, late 1949, long chassis model, many extras, very little used.—For particulars 'phone evenings or week-ends, Clandon 131. [8483

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. [0821

Racing Cars Spares and Service

CHAIN, primary and final drive, as used 500 and 1100 Coopers, etc.—Alexander Engineering Co., Ltd., Haddenham, Bucks. [7618

RAILTON

ALL ONE MOTORS (LONDON), Ltd., offer:—

RAILTONS.—28hp Cobham de luxe saloon, 1938, and many others; prices to suit all purses.—Victoria 8285. [8347

£395.—1938 Railton 17hp sports saloon, black, faultless runner, clean condition, unworn tyres.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8465

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753.—All models up to 1947, 17hp 21hp, 28hp coupes, saloons, tourers. [5814

Railton Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Railton. Wembley 3903. [8005

CASH immediately for good Railton.—H. F. Edwards, 154 Gt. Titchfield St., W.1. Langham 0012. [8066

RENAULT

RENAULT cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656

JACQUIER, Ltd., offer:—

1939 model Renault 8 saloon, good condition throughout; £295.—225-7, Hammersmith Rd., W.6. Riverside 6677-8. [6511

RENAULT.—The following cars with others carry our usual guarantee service. Established 1909:—

RENAULT 26hp 1939 big six-seater saloon; £395.

RENAULT 12.1 1939 5-str. saloon, taxed; £325.

RENAULT 17.9 1939 saloon de luxe; £350.

RENAULT 12.1 1939 drop head foursome coupe; £325.

WELHAMS Renault Sales Service, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0126

1936 Renault 12.1hp saloon, French grey, very good condition; £175.—Wareing, Coombe Cottage, Sturminster, Marshall, Dorset. [6810

1939 8hp Renault saloon, immaculate throughout; £275; terms, exchanges.—The Lynch Garage, opp. G.P.O. Uxbridge, Middx. Tel. 122 [8414

RENAULT

1949 Renault 8hp 4-door saloon, almost unmarked and hardly used, few miles only, taxed; £695.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8 [8158

1949 Renault 8hp saloon, low mileage, immaculate throughout.—Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7503, 2334, 3526. Works and Service Station: Mare St., Hackney, E.8. [8147

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0982

WELHAM'S RENAULT SALES SERVICE purchase all models.—Surbiton Hill Rd. Surbiton. Elmbridge 1873 [0127

RILEY

CAR MART, Ltd.

RILEY 1½-litre 1947-8 saloon, 11,000 miles; £1,075.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [7892

TOM GARNER, Ltd., offer

1949 Riley 1½-litre saloon, green with green leather H.M.V. Radiomobile, 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7715

GLANFIELD LAWRENCE offer

RILEY 9 saloon, registered 1938, just been re-sprayed; £385.—407, High Rd., N.12. Finchley 0091. [6522

CHARLES FOLLETT, Ltd., offer:—

1948 Riley 2½-litre saloon, black, green leather, 1 owner, 14,500 miles, excellent condition throughout, 3 months guarantee; £1,350.

18 Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [7875

GUY SALMON AUTOMOBILES offer:—

1947 Riley 2½-litre saloon, 16,000 miles; £1,095.—Portsmouth Rd., Thames Ditton. Emberbrook 434. [7388

GATEHOUSE offer 1937 Riley 9 saloon, fitted radio, in immaculate condition; £350.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444 [6442

SUSSEX specialists for reconditioned Riley cars; repairs spares.—Lewes Motors Ltd. Lewes.

1933 Riley 9 saloon, very good condition, many new features; £135.—Ring Lee 2780. [8269

FOR pre-war Rileys consult Browne & Sons, Motor Engineers, Loddon, Norfolk. Tel. 315-316 [3540

BEARTS, of Kingston, Riley specialists sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

PERFORMANCE CARS, of 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee:—

1936 Riley 12/4 1½-litre Falcon saloon, £200; 1931 Riley 9 4-seater, £110. [8150

NORMAN ROUNDHILL, Ashtead, offers 1949 2½-litre saloon, wireless, low mileage, a really super car; £1,495.—Tel. Ashtead 34. [5551

IMP super sports, 1935, excellent condition throughout, reluctantly forced to sell; £365.—F/Lt. Bayley, R.A.F., Little Rissington, Glos. [7735

1946 Riley 1½-litre sports saloon, new condition, taxed December 1950; £785.—Wokingham Motor Co., Ltd., Wokingham 380. [7615

1948 Riley 1½ chassis, complete with mudguards, scuttle and screen, unused delivery mileage only.—12 Church St. Luton 1422. [7746

GORDON CARS (LONDON), Ltd.—1949 Riley 2½-litre saloon, special finish cream and black, red interior, 9,000 miles, exceptional.—Below:

GORDON CARS (LONDON), Ltd.—1947 Riley 1½-litre saloon, black/brown leather, one owner only.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [7937

1948 Riley 2½-litre saloon, black, licenced Dec., 1950, beautifully maintained by one owner; £1,275.—Robbins, East Putney. Tel. 4581. [8456

1948 Riley 1½-litre saloon, maroon, red leather upholstered, mileage 10,000, fitted H.M.V. radio, new battery, recently decarbonised; £1,150.—Apply May. 3512. [7654

1948 (March) Riley 2½ litre saloon, black, all red leather, 11,000 mls., as new; £1,275.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7972

RILEY 1949 2½-litre, black, fawn cloth, low mileage, specimen immaculate condition, Radiomobile, covers etc. current 6 months' petrol untouched; £1,575.—Allen 5, St. Alban's Rd., Derby. [8243

RILEY Sprite, 1937, ex-T. C. Harrison, winner of many club events; superb opportunity to acquire car for similar events; price £550.—Enquiries to Nancy Binns, 744, Wollaton Rd., Wollaton, Nottingham. Tel. 734051. [7653

395 gns.—Riley 1937 model 1½-litre Kestrel Sprite 4-door sports saloon, gunmetal, sliding head, leather upholstery, preselector, Scintilla magneto, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

850 gns.—Riley, Nov., 1948, 1½-litre shooting brake, 4-door 5-seater, natural timber body, gunmetal bonnet and wings, glass all round, fold-flush rear seat, small mileage, spare unworn, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Riley 9 1935 model Kestrel 4-door saloon, black, green wheels, sliding head, leather upholstery, preselector, very good condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Riley 15/6 1936 model 4-door Falcon saloon, black, sliding head, blue leather, preselector, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8202

TANKARD & SMITH, Ltd., offer 1937 Riley 1½-litre Kestrel Sprite saloon in opalescent grey with brown leather, magnificent condition, extremely fast; £475, 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. [7699

RILEY

1936 Riley 1½-litre Lynx sports tourer; 53 m.p.h. in third gear with present flat-top pistons; resleeved and crank reground 7,000 miles ago; trouble-free, close ratio, preselector gearbox; good body, hood, brakes and tyres; private sale, due to pre-marital knowledge of post-marital pressure, for best offer over £225; hire purchase arranged.—Rawlings & Co., accountants, Walker Street, Wellington, Shropshire. [7606

Riley Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983

CASH immediately for good Riley.—H. F. Edwards, 28, Upper High St., Epsom 9400. [8076

BLAKES, Riley distributors, will purchase any non-Covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

JACK ROSE, Ltd., require low-mileage Riley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7672

1947-8 Riley 1½-2½ sal. wtd.—Tel. or write. Low Fell Motor Co., Durham Rd., Gateshead-on-Tyne, 9. 75532. [8230

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [7395

Riley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238

BOON & PORTER, Ltd.,

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

WARD & Co. (PUTNEY), Ltd., coach and mechanical repairs, quick and efficient service.—38, Felsham Rd., Putney, S.W.15. Put. 5731-2-3. [0892

REX NEATE, Shamblehurst Lane, Botley, Southampton, specialised Riley service, large stocks of spares; prompt attention.—Enquiries to Botley 132. [8560

WHEN in the West, consult the Riley specialists; comprehensive stock of spares and immediate attention.—Passey Motors, Ltd., 176, Kellaway Ave., Bristol, 7. Tel. 43069. [0254

RILEY distributors for 29 years.—Comprehensive list of spares; quotation and advice invited; send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [1258

RILEY CAR SERVICE (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092

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JBACK BARCLAY, Ltd.

LARGEST Official Retailers of Rolls-Royce and Bentley; Stock list of used models on request to **12-13**, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0065

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RIPPON BROS., Ltd.

NORTHERN Rolls-Royce specialists since 1905.

1935 Phantom II drop head coupe by Gurney Nutting, excellent condition.

1935 25.3hp 7-seater limousine by Rippon, face forward occasional chairs, small mileage.

1934 25hp 4-door sports saloon by Rippon, black with blue leather.

1932 25hp 4-door sports saloon by Barker, newly reconditioned throughout.

YOU can buy with confidence from the largest distributors.

RIPPON BROS., Ltd. Huddersfield 6340 (5 lines). [0905

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ROLLS-ROYCE specialists 40 years.

PICKED selection small Rolls-Royce saloons and limousines, in perfect condition; please ask for list and booklet.

60, Cheval Place, London S.W.7. Kensington 9477. [0097

J. MARSHALL offers:—

1934 Rolls-Royce 20-25 enclosed drive limousine, overhauled and retrimmed; £795.

J. MARSHALL, 669, St. Albans Rd., Watford. Tel. Garston 2369. [7451

R. C. MORTLAKE offers:—

1934 25hp Rolls-Royce owner driver saloon Park Ward.

1935 25hp Rolls-Royce owner driver saloon, Freestone & Webb.

1935 owner driver saloon with division, Park Ward.

1934 25hp enclosed drive limousine, Rippon Brothers.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Ladbroke 3155. [7382

HEARSES 1950 Silver Wraith 5-door Bearer also 3-door Deck, exclusive designs—also Phantom III and 25/30hp 6-bearer also Decks—1950 streamlined Coachwork, lavishly equipped. Immediate Delivery—details:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [9094

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LONDON'S leading retailers of Rolls-Royce and Bentley cars, offer the following from their carefully selected stock:—

1930 Rolls-Royce 20/25 4-door saloon by Corsica. Ref. H.4153.

1935 Rolls-Royce 20/25 4-door sports saloon by Thrupp & Maberley. Ref. BD.30033.

ROLLS-ROYCE Wraith saloon with division by Park Ward. Ref. H.3785.

ROLLS-ROYCE Silver Wraith sports saloon by Freestone & Webb. Ref. H.3511.

ROLLS-ROYCE Silver Wraith 4-door sports saloon by Freestone & Webb, new, for immediate delivery. Ref. OW.802.

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

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PROUD members of the Swain Group.

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ROLLS-ROYCE and Bentley repairs carried out with promptitude and efficiency at the Service Depot of H. R. Owen, Ltd., at Swain Corner, North Circular Rd., Brent Cross, Hendon, N.W.4. Tel. Speedwell 1196-7.

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MEANS cars of distinction.

ROLLS-ROYCE Silver Wraith sedanca de ville by H. J. Mulliner. Ref. H.3120.

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ROLLS-ROYCE Wraith sports saloon by Park Ward. Ref. H.4031.

ROLLS-ROYCE limousine by Rippon Bros. Ref. H.4120.

ROLLS-ROYCE 25/30 limousine by H. J. Mulliner. Ref. H.2858.

ROLLS-ROYCE 20/25 saloon by Park Ward. Ref. H.2874.

ROLLS-ROYCE 20/25 limousine by Park Ward. Ref. H.3918.

ROLLS-ROYCE 20/25 4-light saloon with div. by A. Mulliner. Ref. H.2545.

ROLLS-ROYCE 20/25 sports saloon by A Mulliner. Ref. H.1395.

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HOFFMANN'S GARAGE, Ltd., Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944 (10 lines). [7758

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OFFICIAL Rolls-Royce and Bentley retailers.

OFFER:—

SILVER WRAITH, owner driver saloon, by Park Ward, finished black, with maroon leather upholstery, small mileage, first registered 1948; £4,500.

SILVER WRAITH touring limousine, by Hooper, finished black with beige leather, 600 miles only, first registered September, 1947.

WRAITH 4-door Allweather, with winding division, by Thrupp and Maberley, first registered 1939.

PHANTOM III razor-edged saloon, with division, by H. J. Mulliner, finished dark blue with fawn cloth to rear and blue leather to front with blue head lining, small mileage, first registered March, 1938.

20/25 1933 Rolls-Royce sports saloon, with division and boot, by Park Ward, mileage 56,000; £995.

DETAILS of new Rolls-Royce cars for early delivery on application.

AUDLEY House,

NORTH Audley St., W.1. Mayfair 5242. [8100

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1937 (October) Rolls-Royce Phantom III 4-light limousine by Barker with sunshine roof and large built-in luggage boot, licence surrendered in 1939 and car unused until May, 1949, mileage 21,270, black and brown with beige leather upholstery, a specimen car indistinguishable from new throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7 Tel. Kensington 6642 (5 lines). [3107

ACLAND & TABOR, Ltd., offer:—

1932 25hp Rolls-Royce owner-driver saloon by Hooper, recently overhauled, fitted new tyres, excellent condition throughout.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [7982

GUY SALMON AUTOMOBILES, offer:—

1934 Rolls-Royce 20-25hp, fitted most attractive sports saloon, by Young, immaculate condition; £1,250.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [8416

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.,

OFFER the following:—

1935 Rolls-Royce 20/25 close coupled sports saloon by Park Ward.

1935 Rolls-Royce 20/25 4-light saloon by James Young.

1937 Rolls-Royce 25/30 saloon by Windover.—Can be seen and tried at 47, Sloane St., S.W.1. Tel. Sloane 9288. [7850

ROLLS-ROYCE

CMCAR MART, Ltd.

ROLLS-ROYCE 20/25hp 1935 7-seater limousine by Barker, 11,000 miles; £1,395.

ROLLS-ROYCE 25/30hp 1937 4-light saloon by H. J. Mulliner, 41,000 miles; £1,975.

ROLLS-ROYCE Phantom III 1938 sports saloon by Thrupp & Maberly; £1,795.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [7893

MASCOT MOTORS, Ltd., offer the following:—

1935 25hp special Hooper sports saloon.

1933 (October) 25hp T. and M. enclosed limousine.

1932 25hp H.J.M. continental type sports saloon.

1932 25hp T. and M. sports saloon.

1928 20hp Park Ward 4 light saloon.

1926 20hp T. and M. 5-seater open tourer.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 237, Kensal Road, Ladbroke Grove, W.10. Ladbroke 1231-2. [7673

ROLLS-ROYCE Phantom III; best offer over £2,000.—Box 3770. [8500

1935 25hp Thrupp & Maberly 6-light saloon; £895.—Below.

1930 25hp Hooper limousine; £375.—Below.

1926 20hp Replica saloon; £525.—Below.

EXCHANGES considered.—Station Garage, Amersham. Amersham 870. [8325

SOUTHERN MOTOR Co., Lowfield Heath, Nr. Crawley, Sussex. Tel. Crawley 437.

OFFER the following cars:—

1938 Replica Rolls-Royce owner-driven saloon on 20-25hp chassis, many extras; price £1,150.

1938 Replica Rolls-Royce 4-5-seater drop head coupe on late type 20hp chassis; price £825.

BOTH the above cars have been reconditioned in our own works and carry our guarantee. [3647

1936 Rolls-Royce 20/25 Freestone & Webb 7-seater limousine; £1,250; also

1928 Rolls-Royce Phantom I coachbuilt 9-seater bus body; £295.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [7790

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers, offer:—

1935 Rolls-Royce 20/25 limousine by Windover, 1 owner, 46,000 miles only, very comfortable, and easy body to get in and out of, exceptional condition; £1,250.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [7872

22 hp 1927 Rolls, close cpld saloon, large boot, H.M.V. radio, perfect mechanical cond.; £525.—Box 3607. [7593

1935 7-seater limousine, in showroom condition in detail; £1,200.—21 Cromwell Mews, S.W.7. Ken. 6622. [7609

ARCHIE SIMONS & Co., Ltd., 1935 Rolls-Royce 7-passenger limousine by Windover, leather throughout; £1,395.

1937 Rolls-Royce 7-passenger limousine by Hooper, swept tail; £1,695.

25-30 Rolls-Royce 4-door owner-driver saloon, 43,000 miles, first registered 1937; £1,475.—94, Gt. Portland St., W.1. Lan. 1343. [7756

1934 Rolls-Royce 20-25 limousine by Barker; £1,295.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7810

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth, Tel. 1272-3, officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [3863

BARTLETT.—Rolls-Royce, registered 1937, 25hp F. & W. sports saloon, speedometer 18,000 only, immaculate condition.—27a, Pembridge Villas, W.11. [8334

1935 delivery ride control 20-25 Rolls-Royce, fitted with most attractive sports saloon body by Gurney Nutting, colour black, green leather upholstery.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. (Ken. 9477-8.) [8304

1935 model Phantom II, long chassis only, complete with front and rear wings, all lamps, etc., engine reconditioned, guaranteed 12 months; £660.

1924 20hp open truck body, good running order; £60; body alone worth more.

COMPTON, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [8179

1938 25/30 Rolls-Royce owner-driver saloon by Barker, condition as new, small mileage.—Evans & O'Malley, Ltd., Lowndes Sq., Knightsbridge, S.W.1. (Sloane 1353.) [7880

1931 (December) Rolls-Royce saloon, 7-seater, Barker body, black, side occasionals; £495.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8372

25-30 hp Rolls-Royce 4-door cabriolet by Wingham, chassis overhauled by Rolls-Royce, magnificent convertible coachwork, finished in black with blue upholstery; £1,850.

OFFERED by Clarke's of Pirbright, Automobile Engineers. Officially appointed Retailers and Repairers of Rolls-Royce cars. Tel. Brookwood 2201-2-3. [6559

LIMOUSINES, 1933/1939, 20/25hp and 25/30hp, roomy 7-seaters, small mileages, from 1,000 gns; exchanges, hire purchase.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [8217

WRAITH Owner-driver 1939/1941 Park Ward 4-door semi-mitred edge Sports Saloon, capacious boot, leather throughout, bucket seats, black, 44,000, delightful condition, mechanical guarantee certificate. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. [8090

ROLLS-ROYCE

A & S Offer exclusive selection Rolls-Royce Limousines. (Mechanical guarantee certificate).

£895 Limousine 1934/25hp Barker. Windover, partition, 7-forward, black, selected carriages, privately owned.

LIMOUSINES. 1935/25hp (ride control) Hooper. Rippon partition, bench occasionals, black, irreproachable condition, £1190.

LIMOUSINES 1936 Barker, Hooper, 25/30, partition, 7-forward, swept tail, exceptional private carriages, from-£1265.

LIMOUSINES 1937/1938 Windover, Hooper, (30hp) 7-forward, partition, black, immaculate, magnificent carriages, reasonable cost.

PHANTOM II Limousines 1934/1935 Hooper, Barker, Windover, black, bench occasionals, immaculate carriages, genuine low mileages.

PHANTOM III Limousines 1937/1938 Hooper, Barker, widest occasionals, low mileages, swept tail, reasonable cost.

LIMOUSINE 1939 Wraith Windover, 30,000, black, immaculate. Seen:—

ALPE & SAUNDERS always purchase Rolls-Royce. 17 carriages displayed. Seen:—Providence Court, Grosvenor Square. 2941-Mayfair. [8093

1937 Rolls-Royce 25hp 7-seater limousine, body Thrupp & Maberly, face forward occasionals; £1,275; terms, exchanges.—Moreton Garages, 61, Albert Embankment, S.E.11 Reliance 4016. [6537

365 gns.—Rolls-Royce 1929 20hp Park Ward 7-seater limousine, black, winding partition, face-forward occasionals, good tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

1350 gns.—Rolls-Royce 1937 25-30hp Mulliner 7-passenger double-enclosed limousine, black, front leather, rear cloth, winding division, face-forward occasional seats, Ace wheel discs, unworn tyres, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8205

1937 Rolls-Royce Phantom III, in yellow and black, 7-seater partitioned limousine, with face forward seats, superb condition internally and mechanically, any trial; £1,600.—Groom & Sons, Towcester, Northants. [4420

1934 20-25hp Rolls-Royce Barker Coupe-de-Ville, disappearing f.f. occasionals, one-piece winding divi.; high-class owner or chauffeur driven carriage privately owned; beautiful condition, genuine mileage 40,000, black; £890.—Box 3612 [7604

25 hp. 1933, very modern and exceptionally attractive sports saloon with rear boot, nearly £900 spent in 17 months with R.lls and coachbuilder, all bills shown, now as new, including tyres; £850.—White Cottage, Hyde Heath, Amersham, Bucks. Chesham 254. [8251

1930 Phantom II Rolls-Royce 7-seater landaulette by Hooper original condition, particularly roomy body, ideal for disabled person's carriage or similar use; owner must sell; £450.—K.L.M. Motors Ltd., 101, Brighton Rd Coulsdon Surrey Tel. Uplands 4841. [4226

1937 Rolls-Royce Phantom III touring limousine, fitted magnificent razor-edge by H. J. Mulliner, disappearing division, black, fawn leather, heater, exceptional car, identical appearance to 1950 Wraith; £1,875.—Swanmore Garage, 1176, Christchurch Rd., Boscombe East. Tel. Southbourne 1022. [7634

ROLLS-ROYCE 1935 owner-driver 25hp sports saloon, 23,000 miles, first registered 1949, taxed £10, the condition of this car is guaranteed to be perfect throughout including tyres, fitted heater, radio set; price £1,450; owner will accept smaller car in part exchange.—A. H. Gold & Sons, Welwyn, Herts. Codicote 227. [8167

1949 Rolls-Royce Silver Wraith saloon by Park Ward, royal blue, one owner, mileage 6,170, first registered Sept., 1949 (B.M.T.A. consent), immaculate and unmarked, radio, heater, etc., cost new £6,000; available immediately at well below list price.—May be view and tried at The West Leeds Motor Co., Ltd., Wellington Rd., Leeds. Tel. 23111. [8346

Rolls-Royce Cars Wanted

SOUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies, London office, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 2933. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516

CM

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1. Euston 1212. [0970

J. MARSHALL.

WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork; any condition.

J. MARSHALL, 669, St. Albans Rd., Watford. Tel. Garston 2369. [5759

ROWLAND SMITH'S, the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0984

LIMOUSINES 1937 or later, 25hp or Phantom III.—Rolls-Royce Hire Service, 21, Cromwell Mews, S.W.7. [7608

1937/1938 owner-driver Saloon urgently required—details with cost please.—Bryan, 2, Providence Court, W.1. [2893

1933 25hp convertible or drop head coupe, in good condition.—Offord, 67, George St., W.1. Wel. 6899. [7674

A & S interested purchasers 1935/37/39 partition-less-25hp saloons with boot also 7-passenger Limousines 1932-1939.

A & S require modern Phantom II also Phantom III Limousines and Saloons. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [2894

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3562. [7457

RIPPON BROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers, wish to purchase good late model Rolls-Royce.—Huddersfield 6340 (5 lines). [0115

Rolls-Royce Cars Wanted

THE BASINGSTOKE MOTOR Co., Ltd., wish to purchase 20hp Rolls-Royce with F.W.B. and early 20-25 models, cars with open coachwork particularly wanted.—By-pass Rd., Basingstoke. [9731

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Rolls-Royce and Bentley retailers are interested in the purchase of Rolls-Royce cars in first-class condition. Mayfair 5242. [0815

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service works and stores: 12, Wellesley Ave. W.6. Ave. 1413. [8364

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LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625

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SPARES and service.—The only officially appointed Rolls-Royce special retailers and repairers in the county of Hertfordshire. [0623

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS, 18, Berkeley St., W.1. May. 6266.

SPARE Parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8368

ROVER 10

1940 Rover 10 saloon, exceptionally nice condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [7762

1947 (Oct.) Rover 10hp saloon, colour black, mileage 22,000, all new tyres, special windhorns, immaculate condition, taxed; £965.

GATES MOTOR ENGINEERING Co., Ltd., Sway Rd., Brockenhurst, Hants. Tel. 3337. [8490

1940 Rover 10 black saloon de luxe, fitted with radio, just examined by the A.A. and all necessary work indicated by them carried out; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [7563

ROVER 12

JAMES SIMPSON (SALES) offer:—

1938 Rover 12 saloon, first-class condition, ready to drive away; £435.—244, Brompton Rd., S.W.3. Ken. 3315. [8407

1947 Rover 12 6-light saloon, 3,000 miles, black, as new; £1,275.

1947 (Sept.) Rover 12 saloon, black, brown leather, 7,000 miles, as new, £1,175.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [7687

1947 Rover 12hp sports saloon, black with beige upholstery, fitted H.M.V. radio, one owner, 18,000 miles, indistinguishable from new; £1,025.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360. [7957

1937 Rover 10 saloon, exceptionally good condition; £360; taxed year; another at £335.—Reeves Motors, Grand Parade, Forty Lane, Wembley, Arnold 3004. [8430

£495.—1938 Rover 12 sports saloon, unmarked specimen car.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [8029

1947 (May) Rover 12 saloon, black, red leather upholstery, 7,000 miles, choice of two; £1,050.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8369

1947 (Dec.) Rover 12hp 6-light saloon, grey, blue leather, radio, genuine 14,000 mls., as new; £1,025.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7974

1948 Registered January Rover 12 saloon, almost spotless inside and out, black with green side upholstery, one owner; £1,095.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7005

£150.—1935/6 Rover 12 4-door sports saloon, excellent running order, bodywork and general appearance very fair, fast car with good third gear performance, 4 new tyres, ready for immediate use; terms, exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [8145

ROVER 14

J. DAVY offers:—

1947 Rover 14, 6 light saloon, black-brown hide upholstery, one owner, 7,000 miles; £1,185.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [7401

BROWNS for Rovers.

1940 Rover 14hp saloon de luxe immaculate condition; £615.—Browns Garage, Loughton (Essex) 4119 (Tube). [6469

1939 Rover 14hp sports saloon, black with blue leather, engine reconditioned 2,000 miles since, one owner; £595.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [7965

1935 Rover 14 saloon, black, in exceptionally good condition throughout; bargain; £200.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 3221. [5063

1937 Rover 14hp, mechanical condition very good, bodywork needs slight attention; £290.—Simpson's Motors (Wembley), Ltd. (American car specialists). Wembley 3903. [7992

ROVER 14hp speed saloon, new Rover engine, 3 carburettors, total mileage of 36,000, colour green and green; £475.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [6462

1937 Rover 14hp 4-door saloon, sunshine roof, finished in black, bodywork unmarked, interior in real leather also unmarked, this is a most exceptional car and must be seen to be appreciated; extensive engine overhaul 1947, the appearance of this car and the performance would lead many to believe it was a 1947 model, a truly magnificent car open to any examination and trial, chrome equal to new, tyres and battery almost new; £375.—1, Bentley Rd., Manchester, 21. Tel. Chorlton 1288. [7607

ROVER 14

£585.—1939 (July) Rover 14 saloon, overhauled, one owner, blue and black, 3 months' guarantee; terms and exchanges, free demonstration within 100 miles of our showroom.—Makin & Harrison, 492-496, Chiswick High Rd., W.4. Chiswick 0558-2619. [5973

ROVER 16

CAR MART, Ltd.

ROVER 16, 1947, sports saloon, 10,000 miles; £1,175.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [7894

J. DAVY offers:—

ROVER 16 6-light saloon, 1947, as new, 12,000 miles; £1,295.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [1384

CHARLES FOLLETT, Ltd., offer:—

1946 (Nov.) Rover 16 saloon, black, brown hide, 1 owner, 23,000 miles, very good order throughout, at present undergoing pre-resale check over, 18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [7877

1947 (July) 16 Rover sports saloon, 5,000 miles, black, fawn int.; £1,375.

1947 (July) 16 Rover 4-light sports saloon, 7,000 miles, grey, blue leather, as new; £1,295.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [7686

1938 Rover 16hp 6-light saloon reconditioned engine fitted, whole car recellulosed new head lining and mats, fitted in really excellent condition throughout.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [5950

ROVER 20

SM offer:—

1939 20hp Rover sports saloon de luxe, maroon, in excellent condition and first class mechanically reasonable figure.

STAR MOTORS, Shepherds Hill, Reading. Sonning 2345-6. [4828

ROVER 60 & 75

PHILIP RICKARDS, Ltd., offer:—

1948 first registered January, 1949, Rover 75 saloon, grey, 11,000 miles, one owner, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [8013

MCKINNON MOTORS, Ltd., offer:—

1948 Nov. Rover 75 6-light saloon, black, red leather, one owner, Radiomobile, 9,000 miles only; £1,475. Extended terms, six months' guarantee.

MCKINNON'S, Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906 Tel. Wallington 3404. [7697

WARWICK WRIGHT, Ltd., offer:—

1948 Rover 75 six-light saloon, black, red leather, 8,000 miles; £1,575.

1948 Rover 75 sports saloon, black, grey leather, 8,000 miles; £1,575.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8131

MANN EGERTON & Co., Ltd., offer:—

1948 Rover 75 6-light saloon, black with red leather upholstery, 14,000 miles, immaculate condition throughout.

14, Berkeley St., W.1. Regent 2073. [7783

1948 (Sept.) Rover 75 sports saloon, mileage 10,000, as new throughout; £1,475.

H. C. PAUL, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821-2. [7794

1949 Rover 75 4-light saloon, grey, mileage 10,000, perfect condition; £1,550.—Bird, Northrepps, Cromer, Norfolk. [8258

1948 Rover 60, small mileage, fitted radio, heater and sun roof, immaculate throughout.—Langham 5421. [8308

1948 (Dec.) 75 Rover 6-light saloon, grey, red leather, 15,000, new condition; nearest £1,400.—Bury St. Edmunds 533. [7837

1948 Rover 75 model saloon, black, green leather upholstery, 8,000 miles, one owner, as new.—Godfrey Davis, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [5156

1948 75 Rover 6-light saloon, 11,000 miles, black, red leather, as new; £1,450.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [7685

11000 miles.—1948 (Sept.) Rover 75 sports saloon, green, H.M.V. radio, taxed (trade enquiries only please).—Ernest Sutton, Cleeve Hill (Cheltenham) 95. [8164

1948 (Nov.) Rover 75 sports saloon in green, 5,000 mls., £1,485; 1948 (Oct.) Rover 60 sports saloon in grey, 4,000 mls., £1,350.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7973

1948 (March) Rover 75 6-light saloon, guaranteed mileage 9,000 only, one private owner, finished black, green leather upholstery, absolutely in new condition throughout; offered with written guarantee; trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd., N. E. Finchley Station, N.2. Tudor 2301-2. [6391

HILLWOOD MOTORS.—1948 Rover 75, H.M.V. radio and heater, new engine and suspension fitted under makers' guarantee owing to slight defect, a perfect example of a pedigree car; £1,450.—565-7-9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [8447

LAND ROVER

GUY SALMON AUTOMOBILES offer:—

1949 Land Rover, 7,000 miles; £495.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [7387

ROVER MISCELLANEOUS

GORDON CARS (LONDON), Ltd.—1947 Rover 12 saloon, 7,000 miles, positively as new.—Below.

GORDON CARS (LONDON), Ltd.—1946 Rover 12 saloon, black, one owner.—Below.

GORDON CARS (LONDON), Ltd.—1947 Rover 10 saloon, black, 17,000 miles only.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [7938

ROVER MISCELLANEOUS

HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.
SELECTION of all models at attractive prices.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).
DEPOTS at :—
MANCHESTER (Blackfriars 7843).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
STREATHAM (Streatham 7751).
HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0081).
GREAT WEST RD. (Ealing 5477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [0029

COOMBS & SONS (GUILDFORD), Ltd.,
OFFER.—
1937 Rover 16 saloon, black and beige, excellent condition.
1947 Rover 12 saloon, black and beige, low mileage, immaculate condition.
1947 Rover 14 sports saloon, blue, really good car.
1948 Rover 16 saloon, black and beige, low mileage, absolutely spotless.
WE welcome any inspection.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5697

ROBBINS OF PUTNEY, Rover specialists, offer two superb cars; written guarantee.
£1175.—12hp sports saloon, grey with blue Bedford cord, 12,000 miles, almost as new.
£1195.—Rover 16hp sports saloon, black, with blue leather, 15,000 miles, H.M.V. radio, licenced December, almost as new.—96 & 98, Upper Richmond Rd., Putney. Tel. 4581. [8453

BEARTS, of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

CAMDEN MOTORS.—Rover 10hp saloon, 1937, finished black, brown leather, excellent value at £365.
CAMDEN MOTORS.—Rover 10hp saloon 1938, smart black finish, brown leather, radio, elegant example; £395.
CAMDEN MOTORS.—Rover 10hp saloon, 1940, identical features to post-war model, in excellent mechanical order; £565.
CAMDEN MOTORS.—Rover 12 hp saloon de luxe 1936, very sound chassis, clean leather interior, typical Rover performance; £235.
CAMDEN MOTORS.—Rover 12hp sports saloon, 1938/9, beautiful lines, in tip-top mechanical order; £545.
CAMDEN MOTORS.—Rover 12hp sports saloon 1939, rather scarce model, original finish, new tyres, attractive appearance; £545.
CAMDEN MOTORS.—Rover 12hp saloon, 1947 model, immaculate car, low mileage, special opportunity; £865.
CAMDEN MOTORS.—Rover 14hp sports saloon, 1936, scarce model, late type instruments, bargain; £245.
CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1936, original cellulose, leather interior, lively engine, economical; £295.
CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1938, finished dove grev clean leather interior, radio, overhauled and outstanding mechanically; £425.
CAMDEN MOTORS.—Rover 14hp sports saloon, 1939, all late type features as 1947 model, first-class engine and performance; £595.
CAMDEN MOTORS.—Rover 14hp saloon, 1946/7, immaculate black finish, with brown leather, carefully used and maintained by country Rover specialist; £895.
CAMDEN MOTORS.—Rover 14hp sportsman's saloon, 1946/7, very desirable car, magnificent lines, spotless hide interior, outstanding performance, nominal use only, sparkling suede green finish; £945.
CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1947, a really outstanding car, finished suede green, low mileage, several special features, excellent mechanical order; £975.
CAMDEN MOTORS.—Rover 16hp sports saloon, 1937, handsome and impressive lines, original cellulose, carefully maintained, gives a very satisfying ride; £445.
CAMDEN MOTORS.—Rover 16hp Salmons Tickford Foursome d/h coupe, 1939, finished immaculate metallic silver, moderate mileage, most outstanding appearance; £565.
CAMDEN MOTORS.—Rover 16hp saloon de luxe, 1939/40, late type model, with post-war features, splendid condition throughout, special price; £595.
CAMDEN MOTORS.—Rover 20hp sports saloon, 1938, original cellulose, magnificent performance, very high cruising speed obtainable; opportunity at £465.
CAMDEN MOTORS, Rover Specialists, Lake Street, Leighton Buzard, Beds. Tel. 3115 & 2381. Over 70 Rovers in stock, also 260 cars of other makes; write for 18-page post-free stock list; easy and confidential hire purchase facilities, part exchanges; free delivery of any car anywhere in the United Kingdom; near main line L.M.S. Station, frequent trains from Euston and Watford take only 50 mins., or by road under 4 miles from main A.5 Watling Street. [7910

TANKARD & SMITH, Ltd., offer 1939 Rover 20 sports saloon, in black with green leather, coachwork and interior above average condition, magnificent performance, fitted discs; £595; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—Below.
TANKARD & SMITH, Ltd., offer 1939 Rover 14 saloon in black with brown leather, one private owner who has kept the car in beautiful condition regardless of cost; £550.
TANKARD & SMITH, Ltd., 198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. [7691

Rover Cars Wanted

CMT
THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).
GREAT WEST RD. (Ealing 5477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [0030

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985

COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6138
WANTED, post-war Rovers, all models.—Send details to:—
ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7 Tel. 41014-5. [0021
1938 /1940 Rover 10 to 14hp in good condition.—Val. 4830. [8444
ROVER 10 or 14 wanted.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [5955
POST-WAR Rover required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0858
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Rover. Wembley 3903. [8004
URGENTLY required, good, pre-war Rover.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [8069
WANTED, 1948 or 1949 Rover 75 saloon; state lowest cash price and mileage.—Thomas, South St., Wells, Somerset. [7744
JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [0816
ALBONS of Barking purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464
BLAKES, Rover agents, will purchase any non-Covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736
JACK ROSE, Ltd., require low mileage Rover cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7673
ALBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0215
MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [7396
URGENTLY wanted, good condition Rover cars.—Brown's Garage, 3 mins. Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2441
DAVID ROSENFIELD, Ltd., Rover Distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554
CAMDEN MOTORS require to purchase Rover saloons and drop heads of all horse-powers in good clean condition, 1938-40 and post-war; write, call or 'phone, stating price required.
CAMDEN MOTORS, Ltd., the best Rover buyers, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [7922
RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any models, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5843

Rover Spares and Service

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0405
DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stocks available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555
R. H. COLLIER & Co., Ltd., South Yardley, Birmingham distributors, carry one of the largest stocks in the country, comprehensive spares and repairs service. Tel. Aco. 1681. [0268

SIDDELEY SPECIAL

£350 Siddeley Special 5-litre sports saloon.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [7237
SIDDELEY SPECIAL 1934 sportsman's 4-door saloon, black with chinchilla grey leather upholstery; less than 60,000 miles; good tyres and battery, radio; altogether excellent condition; £150.—Central 1858. [7773

SINGER

CAR MART, Ltd.
SINGER 10, 1949 saloon, 3,000 miles; £725.
SINGER Super 12, 1949, saloon, 7,000 miles; £795.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [7895
MEBES & MEBES, Ltd. (Est. 1893), offer:—
1948 Singer Super 10hp de luxe saloon, black, brown hide upholstery, coachwork, mechanical condition and tyres excellent, genuine small mileage, one owner practically a new car; £675.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [7983
1939 Singer 9 roadster, black, excellent, full basic, £275, near.—Crawley 91. [8244
SINGER 9 sports, taxed, insured, any trial; £150.—24, Woodstock Rd., Chiswick, W.4. [8314
1939 Singer 10, in original condition, one owner, and very good throughout; £300.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [5835

SINGER

149 gns.—1935 Singer 9 sports coupe, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [8114
195 gns.—Singer 9 1935 Le Mans sports 4-seater, red, year's tax; terms, exchanges.—Rowland Smith, below.
295 gns.—Singer 9, Oct., 1939, sports roadster, black, red leather, new hood, good condition; terms, exchanges.—Rowland Smith, below.
245 gns.—Singer 9, June, 1936, sports 4-seater, red, cream wheels, red leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.
225 gns.—Singer 9 1935 Le Mans sports saloon, cream, sliding head, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8204
GORDON CARS (LONDON), Ltd.—1947 Singer Super 10 saloon, black/brown leather, 13,000 miles, excellent order.—Below.
GORDON CARS (LONDON), Ltd.—1947 Singer 9 Roadster, black, 15,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [7939
SINGER 10 roadster, 1946, new tyres, very clean car; £495.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bayswater 1644. [7670
SINGER 9 roadster 1947, black with red upholstery, mileage 4,200, one owner, perfect condition; £575.—53, Hove Park Villas, Hove. [7598
1937 (March) Singer drop-head coupe, black; £325.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8375
SINGER 9 roadster, 1948, 8,100 miles, perfect condition, 5 months' petrol ration, taxed year; £565 (list £575).—Sutcliffe, 23, Brownberrie Walk, Horsforth, Leeds. [8265
10 hp saloon, 1948, one owner, 6,000 miles, finished maroon, condition as new; £675.—Recommended by The Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 0011. [7804
1936 Singer 4-seater sports, immaculate condition, one owner, tyres, upholstery and hood good condition; £290.—Simpsons Motors (Wembley), Ltd. (American car specialists). Wembley 3903. [7230
HILLWOOD MOTORS.—1947 Singer Roadster, in red; this celebrated sports has a most attractive appearance and is in first-class mechanical condition, low mileage; £535.—565-7-9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [8446

Singer Cars Wanted

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THE CAR MART, Ltd., wish to purchase Singer cars.—150, Park Lane, W.1. Grosvenor 3434. [0719

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0986
BRITISH & COLONIAL MOTORS, Ltd., require good Singer cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [7820
SINGER 10-12hp post-war saloon required, or would consider roadster model.—Angior, 140, Golders Green Rd., London, N.W.11. [0533
1948 Singer 12 saloon (low mileage) urgently wanted.—Tel. or write, Low Fell Motor Co., Durham Rd., Gateshead-on-Tyne, 9. 75532. [8229
RAYMOND WAY, the hire-purchase specialists, are still buying Singers, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3129

Singer Spares and Service

AUTOMENDERS are specialists in Singer service and overhauls.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754
GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs, and service.—St. Albans Lane, Golders Green, N.W.11. Speedwell 4701-2.
SINGER spare parts for 9 10 and 12hp 1936/1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square, Bristol, 8. Tel. 22514. [0217

SPORTS CARS

BLAKES,
THE Northern Sport and
RACING Car Specialists,
BUY and sell racing and sports cars of all types; specialists in vintage Bentleys; write for lists and quotations.
J. BLAKE & Co., Ltd.
110 Bold St., Liverpool.
ROYAL 6622. 'Grams: Autocar, Liverpool. [4000
B. & G. MOTORS offer:—
£158.—Singer 9 open sports 4-seater, black with silver wheels, very smart car with all-over tonneau cover, fold-flat screen, Sin rev counter, etc.
£110.—Wolseley Hornet 12hp March Special open close-coupled 2-4-seater, mechanically very sound and extremely nippy; black cellulose somewhat chipped and would be much improved by re-spray; twin carbs. 4-speeds, knock-on wheels, slab tank, Sin rev counter and speedo., fold-flat screen; really goes.
£105.—Avon Special 9hp streamlined sports 2-seater, green, exceptionally nice little car which is exceedingly economical; very quiet engine, excellent tyres, etc.; as sound as the proverbial bell.
MANY others.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3572. [7843
CHARACTER CARS, offer:—
1924 Bentley 3-litre, short chassis, 2-seater.
1927 H.E. 15.7 4-seater tourer.
1930 Alvis Silver Eagle, beetle back, 2/3-seater.
CHARACTER CARS, 124/126, Haydons Rd., Wimbledon, S.W.19. Liberty 6285/6. [8433
£125.—Wolseley Hornet Special foursome drop head coupe, excellent condition throughout, taxed.—Argent, Laindon Common, Billericay. [7592

SPORTS CARS

SCUDDER & WALL, offer:—

1925 Mercedes 1½-litre supercharged modern low built amateur 2-seater body, aero springs, dashboard full of instruments, very fast, vintage motor; offers or preferably exchange for Alvis, Lancia, Alfa, etc., up to 20hp 3- or 4-seater.

WE are always happy to purchase reliable vintage and sports cars.

OPEN all day on Saturdays.

PART exchanges welcomed.—33, Marylebone Lane, Wigmore St., London, W.1. Welbeck 8065. [8303

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £300.

5% discount for cash customers.

CARS and motor cycles wanted in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150 yds. Kilburn Park Station, Bakerloo Line). Mal. 6044 (10 lines). [3577

SPEEDSTERS, Ltd.—The best sporting cars in the country.

SPEEDSTERS, Ltd.—For a connoiseur; the finest 4½-litre Bentley in existence, in the opinion of numerous Bentley experts; engine reconditioned, block bored, new pistons, crank ground, new mains and big ends, all new ball races, valve gear replaced, brand new chrome radiator, chromium stoneguard, new 14in Zeiss lamps, musical horns, new 20in racing wheels, new extra heavy duty tyres, D type gear box, drums ground, shoes relined, luxury Corsica open 4-seater body fitted, swept tail and valances, Rolls finish in dark tuscan red, louvres lined in yellow, fold-flat screen, large instruments, just nicely run in and recently achieved 102 mph, 19 mpg, oil consumption exceptionally low; an opportunity which will never recur.

SPEEDSTERS, Ltd.—A.C., Alfa, Aston, Bentley, Bugatti, Cord, Invicta, Jaguar, Mercedes, M.G., Minerva, Vauxhall.

SPEEDSTERS, Ltd. — Offices at Old Straddles, Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. 28 minutes from Victoria. [7785

PERFORMANCE CARS, of 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee:—

1947 H.R.G. 1½-litre aerodynamic 2-seater, Concours d'Elegance winner, outstanding, £725; 1935 Ford V.8 drop head, £135; 1939 Steyr drop head foursome, immaculate, new hood, right-hand drive, £250; 1933 Alvis Firefly saloon, £150; 1933 Alvis Firefly tourer, £135; 1934 M.G. J.2 2-seater, £200; 1934 Alvis Speed 20 drop head foursome, outstanding car, £325; 1936 Renault 18hp drop head foursome, £160; 1933 Talbot 105 drop head foursome, £185; 1927 Bentley 3-litre Blue Label drop head coupe, £175; 1926 Bentley 3-litre Red Label 2-seater, £225; 1933 M.G. 18-80 V.D.P. tourer, exceptional, £175; 1934 Morris Oxford tourer, £65; 1926 Morris Cowley 2-seater, with dickey, £40; 1936 M.G. 2-litre saloon, body rough, £165; 1934 Vauxhall 14 tourer, £175; immediate insurance, hire purchase on all cars. [8149

£95.—1934 model Morris 8hp special sports 2-seater, deep cut away sides, long bonnet, hood, side screens.

£75.—Riley 9 open semi-sports 4-seater, excellent runner, tidy and original bodywork.

SEE also under Alvis.

ALTON GARAGE, the Alvis People, 17, Brook Mews North, Craven Rd., Paddington 3952, 4710. [8332

GRAND Prix Salmson 2-seater, red, original and genuine throughout, sleeved, new pistons, exceptional condition for its age, extra spars; £95.

V. W. DERRINGTON, Ltd., 159, London Rd., Kingston 5621. [8171

CHIPSTEAD MOTORS, Ltd.—See our advertisements in this column next week.—The Onslow Garage, 197, Fulham Rd., S.W.3. Tel. Flaxman 0052. [7870

£85.—1931 Speed 90 Talbot saloon, long tail model, very good condition, taxed.—County Arms Garage, 343, Trinity Rd., Wandsworth. Batt. 0509. [8295

M.G. J2 8hp open sport 2-seater, blue, all weather equipment, excellent order.—J. D. Hurst, 24, Whalley St., Peterborough, Northants. [8239

LONDON CARS offer fine 1937 Type 57 Bugatti 2-door streamlined sports saloon, excellent history, guaranteed; £695.—592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [8359

1934 Lagonda Rapier 4-seater tourer, laid up war period, over £100 on engine and body overhaul last 12 months, licensed Dec. and insured; £200.—Below.

1939 Jaguar 1½ saloon, black, perfect, taxed Dec.; £400; for sale as new car expected.—Below.

VARIOUS new pistons, Morris 8 STD and 040, 30/- set; Morris 10 030, 35/- set; Morris, Wolseley 14/6 STD and 030, 45/- set; 6 liners, 36/- set; 6 SS 030, 47/6 set; 4 Standard 9 060, 30/- set; 4 Standard 12 040, 40/- set; also various vintage pistons.—Greenwood, Dunkirk House, Halifax 61359. [7637

30/98 Vauxhall 2-seater, rebuilt at cost of £1,000, perfect condition; price £450 or offer, or exchange saloon or van.—"Crossfields," Well Lane, Bridlington. Tel. 3143. [8302

ALVIS Silver Eagle, 1930, wide 2-seater with dickey, excellent hood, screens and tyres, engine completely overhauled, no mileage; £165 or nearest.—Harris, Training College, Worcester. [8276

125 m.p.h. Alta sports 2-seater, certain club race winner (standing kilometre 29.45 seconds at Essex Motor Club speed trials last Sunday, March 26, subject to official confirmation), also 150 m.p.h. Veritas and numerous other really fast sports cars.

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466. [8506

TALBOT 105 open 4-seater; £195; Bentley 3-litre open 4-str.; £235; Rolls-Royce drop head coupe; £695; Standard 14 saloon; £285; M.G. 2-litre sports saloon; £425; Packard 120 foursome drop head £300; Packard Straight 8 saloon; £495; 1936 Ford 10 saloon.—33a, Adam and Eve Mews, Kensington High St., Western 7002 or Sloane 7381. [8297

RILEY Sprite 1½-litre special series 2-seater, 1937, very scarce model; magnificent performance and appearance, new Dunlop tyres, very low mileage; never used trials or rough work, carefully maintained by original and only owner; outstanding opportunity for discerning, keen motorist; £600.—F. S. Tordoff, Isis Hotel, Iffley Rd., Oxford. [8264

SPORTS CARS

325 gns.—Bentley, 1928 series (Reg. Oct. 1935) Red Label 3-litre short chassis speed model sports 4-seater, British racing green, leather upholstery, tonneau cover, Bosch horn, carefully used, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead tube). Hampstead 6041. [8210

Sports Cars Wanted

ROWLAND SMITH'S the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0947

WANTED, crashed or dismantled sports car, or one in need of repairs.—Box 3662. [7717

PERFORMANCE CARS buy sports cars and nothing else.—Daleham Mews, N.W.3. Hampstead 8707. [8152

Sports Cars Spares and Service

AUTOMENDERS are enthusiastic repairers, tuners and modifiers.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0755

S.S.

195 gns.—S.S.I 1935 16hp Airline sports saloon, black, sliding head, blue leather, 2 spare wheels, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8205

S.S. Cars Wanted

CASH immediately for good S.S.—H. F. Edwards, 28, Upper High St., Epsom 9400. [8077

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0988

STANDARD 8

PHILIP RICKARDS, Ltd., offer:—

1948 Standard 8hp drop head coupe, black, 14,000 miles.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [8012

£385.—Standard 8 de luxe saloon, 1946 September, radio.—Grove Motors, North Rd. Southall 3477. [7353

1939 Standard 8 4-seater tourer, fine order; £275.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8140

£525.—Standard 8 1939 drop head coupe, new hood, leather interior, in exceptional condition throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park. Park 5066-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [7629

1947 (May) Standard 8 tourer grey, 14,000 miles, 4 new Dunlops, as new; £415.—G. Harper, 1, London Rd., Stevenage. Tel. 81. [8328

395 gns.—Standard 8 (Dec. 1946) tourer, grey, blue leather, moderate mileage, excellent condition; terms, exchanges.—Rowland Smith, below:—

275 gns.—Standard 8, 1939, de luxe saloon, black, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8213

1939 Standard 8 drop head coupe, immaculate, recently rebored; best offer over £250.—Hounslow 2371. Ext. 44, April 23, 10 till 5 o'clock. [8251

1939 Standard 8 drop head coupe, good mechanical condition except for noisy 1st gear; £260.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [8052

1946 (June) Standard 8 de luxe saloon, beige, fawn upholstery, sliding roof, low mileage, taxed year, one owner, in perfect condition, 3 months' guarantee; £435; terms exchanges.

GEE CARS, Ltd., 60, Queenstown Rd., S.W.8. Tel. Macaulay 3363. [7846

STANDARD 9

1937 Standard Flying 9 de luxe saloon, guaranteed; £225; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [8422

WALTER SCOTT, Ltd.—1939 Standard 9 de luxe saloon, black, excellent condition; £295.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [6931

STANDARD 10

1939 Standard 10 de luxe saloon, guaranteed; £275; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [8390

STANDARD 12

J. DAVY offers:—

1948 (model) Standard 12 drop head coupe, black with fawn leather upholstery, one owner, superb condition, moderate mileage; £725.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [4068

D. J. SHEPHERD and Co (Enfield), Ltd., offer:—

1939 Standard 12 de luxe sun saloon, t.f.s., black with brown hide upholstery, reconditioned throughout, showroom condition; £450.—D. J. Shepherd & Co. (Enfield) Ltd., 436, Hertford Rd., Enfield. Howard 1631. [3963

ACE SERVICE STATION (LONDON), Ltd., offer:—

1938 Standard 12hp saloon, unusually good condition throughout; £365.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [7866

1938 Standard 12 saloon, very good car, taxed, trial; £265.—Perivale 0845. [7644

£255.—1938 Standard 12 de luxe saloon.—362, Upper Richmond Road, E. Sheen. [8042

STANDARD Flying 12, 4-seater, drop head coupe, special Avon body, excellent condition; £325, or exchange.—Macaulay 1265 [7496

1937 Standard Flying 12 de luxe saloon, guaranteed; £235; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington, Park 7780. [8420

1948 Standard 12 drop head coupe, black-brown leather; £785.—L. F. Dove, Ltd., The Mid-Surrey Used Car Centre, Guildford Rd., Woking. Tel. 1282.

1947 Standard 12 saloon, black, in good condition throughout, one owner; bargain, £650.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [5066

1939 Standard 12hp saloon, blue, blue leather, new tyres, one owner, an exceptional car; £395.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [8017

STANDARD 12

1938 Standard 12 de luxe, one owner, exceptional condition throughout, hide upholstery unmarked; £325.—Valley View Garage, Merstham, Surrey. Merstham 2100. [8319

1938 Standard 12 drop head coupe, at present in coachbuilder's being repainted; when completed and in faultless order will be offered at £395.—Bruce France, 8a, Cromwell Mews, South Kensington, Fla. 0513. [7677

STANDARD 14

H. A. SAUNDERS, Ltd., offer:—

1948 Standard 14 saloon de luxe, black, green leather, fitted radio and heater, 8,000 miles; £825.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [8523

JAMES SIMPSON (SALES) offer:—

1939 Standard 14 saloon, beautiful condition; £400.—244, Brompton Rd., S.W.3. Ken. 3315. [8409

239 gns.—1939 Standard 14 de luxe saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [8115

GORDON CARS (LONDON), Ltd.—1948 Standard 14 saloon, grey/blue leather, 14,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [7940

CASS'S MOTOR MART.—1939 Standard 14 touring saloon, black, just fitted factory engine, written guarantee.—5, Warren St., W.1. Euston 4110. [5017

1948 Standard 14hp foursome d/h coupe, radio, etc.; negligible mileage; exceptional condition.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2339. [7832

1948 (August) Standard 14 saloon, grey/red leather, one owner, 13,000 miles; £765.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [7865

1948 Standard 14 saloon de luxe, black, red leather, low mileage, superb condition, taxed; £835.—Tanner Bros., 871/875, Fulham Rd., S.W.6. Renown 4494. [8528

1948 (September) Standard 14 drop head coupe, black, 11,000 miles, most immaculate; £835.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8371

1948 Standard 14hp coupe, black, low mileage, as new, fitted radio heater and many other extras; £775.—John Wilson Autos, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [8361

STANDARD VANGUARD

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

STANDARD Vanguard saloon, gunmetal grey, complete with radio and heater, first registered March, 1949, mileage 2,400, beautiful motor car; £1,050.

STANDARD Vanguard saloon, colour bronze, brown leather, complete with radio, first registered March 1949, mileage 9,900; £995.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6500

TOM GARNER, Ltd., offer

1949 Standard Vanguard saloon, gunmetal with red upholstery, radio, heater, etc., 6,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7714

H. A. SAUNDERS, Ltd., offer:—

1949 Standard Vanguard, green, fitted with radio, heater, leather upholstery, 3,000 miles; £1,025.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [8522

PHILIP RICKARDS, Ltd., offer:—

1949 Standard Vanguard, grey, 9,900 miles, radio, heater, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [8014

WARWICK WRIGHT, Ltd., offer:—

1949 Standard Vanguard saloon, steel grey, grey leather, 7,000 miles; £1,025.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8152

1949 Standard Vanguard, grey, grey leather, 2,800 miles only; £1,025.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [7791

1949 Standard Vanguard saloon, 10,000 miles, grey, radio; £950.

SAUL & SLATTER Ltd., 44-46, Aldermans Hill, N.13. Tel. Pal. Grn. 1205-7173. [8044

1949 Standard Vanguard, fitted radio, taxed year, small mileage; £975.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [5497

9000 miles.—1949 (March) Standard Vanguard saloon, grey, red leather, taxed (trade enquiries only please).—Ernest Sutton, Cleeve Hill (Cheltenham) 95. [8165

1949 (April) Standard Vanguard, 14,000 miles, radio, black, with red cloth upholstery, first-class condition; £385.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [8047

STANDARD Vanguard saloon, finished champagne, with red leather, 11,000 miles, first registered February, 1949; £945.—Jack Olding, Ltd., North Audley St., W.1. Mayfair 5242. [8106

1949 Vanguard saloon, 4,250 miles, metallic green/red cloth upholstery, H.M.V. radio, heater, quite faultless; £995.—H. A. Saunders, Ltd., 144, Golders Green Rd. N.W.11. Speedwell 0011. [7805

1949 (April) Standard Vanguard, finished green with green leather, 1,500 miles only available immediately.—Car may be seen and tried at G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4488. [8320

1949 Standard Vanguard, green metallic cellulose, red interior, fitted radio and heater, very low mileage, spare unused, absolutely as new; £945.—Acres Autos, 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4 (2 minutes from Clapham North Underground). Tels. Macaulay 5762 and Mal. 2873. [3760

STANDARD VANGUARD

1949 (February) Standard Vanguard saloon, 7,000 miles, leather, air conditioning, unscratched; £975.—G. Hill, 4, Marlborough Gate Stables, Elms Mews, Lancaster Gate, W.2. Amb. 4282. [7678

1949 (March) Vanguard saloon, grey with grey leather, H.M.V. radio, heater, 13,000 miles, choice of two; £975.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8368

STANDARD MISCELLANEOUS

CAR MART, Ltd.

STANDARD 12 1948 drop head coupe, 7,000 miles; £825.

STANDARD 14 1948, saloon, 5,000 miles; £850.

STANDARD 14 1947, saloon, radio, 12,000 miles; £725. Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [7896

CARRS AUTO SALES Ltd. Croydon-Purley area distributors always have low-mileage Standard and Triumph cars available.—Croydon 6088. [0052

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—198 King's Rd., S.W.3. Tel. Flax. 4801-3.

Standard Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434. [0973

RS

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0989

CARS wanted for cash.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. [7008

I REQUIRE post-war Standard urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [7664

CASH immediately for good Standard.—H. F. Edwards, 28, Upper High St., Epsom 9400. [8078

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Standard. Wembley 3903. [8006

POST-WAR Standard required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0859

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham N.15. [0181

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0216

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond.; cash or exchange.—Tel. Gla. 2480. [0431

URGENTLY wanted, good condition Standard cars.—Brown's Garage, 3 minutes Loughton Tube Station, 190 High Rd., Loughton, Essex. Loughton 4119. [2757

Standard Spares and Service

S & T

SERVICE and spares for all models.

MANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assemblies.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, Junction Boundary Road and Abbey Road, St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0166

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel 29439 [0301

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Standard spares, sales and service.—209, Balham High Rd., S.W.17. [0522

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Gardens N.5. Canonbury 6190. [0294

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 3522). [0359

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage Ltd. Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard Triumph; sales service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561 [0255

LANKESTER ENG. Co. Ltd. (distributors in Surrey since 1911); full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston, Kin. 3151-4. [0286

STANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate, distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182. [7918

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stocks of spares for all models, the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0367

HALLS (Finchley), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Av., Finchley, N.3. Finchley 5906-9. [0002

STUDEBAKER

CASS'S MOTOR MART.—1938 Studebaker Commander 26 hp saloon, grey, radio recently overhauled and recellulosed; written guarantee.—5, Warren St., W.1. Euston 4110. [8174

1949 Studebaker Landcruiser saloon, full de luxe equipment, low mileage, immaculate condition: £2,175.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [2329

1940 Studebaker Champion 22hp saloon, steering column shift gear, well kept, attractive-looking car, regularly serviced by distributors, outstanding performance, fast, economical consumption, carefully laid up long period, unblemished coachwork, very modern, distinctive appearance, exceptional value, 645gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [7980

STUDEBAKER

£500.—Studebaker President, first taxed June 1946, black 4-door 30hp saloon, bodywork first-class, interior clean, engine well serviced by private owner, taxed and running perfectly; can be seen London.—Annakin, Walton-on-Thames 41. [7643

£395!—Outstanding value; 1939 Studebaker Commander, 26hp 6-seater, touring saloon, finished black and chrome and fitted overdrive; particularly recommended for its excellent performance, coupled with economy on fuel; this car has had one private owner and has obviously had much less use than similar models used for extensive hackney work; fully guaranteed in writing.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Hire purchase; part exchanges. [7909

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker. Wembley 3903. [8007

SUNBEAM

£200 or near offer.—Sunbeam, November '26, 20hp open tourer; 26 thousand miles; 4 new Dunlop tyres; superlative condition; coupons available.—Sharmans Tyre Service, Cunningham 7322. [7776

£165.—1932 Sunbeam 19 coupe, stored many years and in superb unmarked condition.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [8027

FOR Sale.—Sunbeam 20.9 1931 foursome coupe, aluminium body, leather upholstery, one-shot lubrication, recent complete overhaul, perfect condition, licensed to end of year, one owner: £350, no offers.—Box 3611 [7603

SUNBEAM 1931 24.8hp, mileage 57,175, coupe, four-seater, in excellent condition; colour maroon and black, automatic lubrication system, cruising speed 45 m.p.h. accelerating readily to 80 m.p.h., tyres in first-class order, one owner-driver; best offer over £500; no dealers.—Can be inspected at The Warren, Warren Row, Berks. Tel. Littlewick Green 147. [6272

SUNBEAM-TALBOT

CAR MART, Ltd.

SUNBEAM-TALBOT 10 1948 tourer, 4,000 miles; £875.

SUNBEAM-TALBOT 90 1948 sports saloon, 5,000 miles; £1,285.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. 7897

DICKS CAR SALES offer.—

1939 Sunbeam-Talbot 10hp saloon, very careful user, fitted radio; £495.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [8126

WARWICK WRIGHT, Ltd., offer:—

1949 Sunbeam-Talbot 80 saloon, silver green, buff leather, 8,000 miles; £1,225.

1949 Sunbeam-Talbot 90 saloon, black, buff leather, 1,000 miles; £1,350.

1949 Sunbeam-Talbot 90 saloon, steel grey, grey leather, 1,000 miles; £1,325.

1949 Sunbeam-Talbot 90 saloon, left-hand drive, steel grey, 7,000 miles; £1,139.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8133

1947 Sunbeam-Talbot tourer, low mileage, silver grey.—Montroe Motors, 91, Epping New Rd., Buckhurst Hill, Buc. 5175. [8426

1939 Sunbeam-Talbot 10hp saloon, black, lovely condition throughout, taxed; £500.—Davie, White Cottage, Bray, Berks. Tel. Maidenhead 1345. [7631

GORDON CARS (LONDON), Ltd.—1948 Sunbeam-Talbot 2-litre open tourer, grey, particularly attractive.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [7941

L. F. DOVE, Ltd., offer: 1938 Sunbeam-Talbot tourer, large sum of money recently spent, in magnificent condition: £395.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [8349

SUNBEAM-TALBOT 90 saloon, finished satin bronze, with maroon leather upholstery, first registered March, 1949; £1,275.—Jack Olding, Ltd., North Audley St., W.1. Mayfair 5242. [8104

1939 Sunbeam-Talbot 10 tourer, 30,400 miles, taxed December, first-class condition, owner taken delivery of new car; £495.—24, North Parade, Southwold, Suffolk. Tel. 2147. [8292

1946 Sunbeam-Talbot 10hp de luxe saloon, black, brown leather, 19,000 mls., perfect; £650.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7975

CAMDEN MOTORS.—Sunbeam-Talbot 10hp 4-seater sports roadster, 1939, attractive condition and original coachwork, excellent hood and tyres, very outstanding performance, extras; £445.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sportsman's saloon, 1939, fitted genuine works replacement engine, only nominal mileage since, rare opportunity; £495.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp foursome drop head coupe, 1939, finished blue, new top fitted, very lively engine, smart attractive appearance; £495.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939/40, finished metallic grey, leather interior, carefully used and serviced, moderate mileage; £525.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp saloon, 1947, immaculate black cellulose, leather, one owner, late property of company director; £795.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. Over 16 Sunbeam-Talbots in stock; also 300 cars of other makes; write for 18-page post-free stock list; easy and confidential hire purchase facilities, part-exchanges; free delivery of any car anywhere in the United Kingdom; near main line L.M.S. Station, frequent trains from Euston and Watford take only 50 mins., or by road under 4 miles from main A.5 Watling Street. [7911

1949 (April) Sunbeam-Talbot 10hp saloon, granite grey, 14,000 miles, one very careful owner, truly exceptional condition throughout; £845; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [7947

£475.—1938-9 series Sunbeam-Talbot 3-litre (21hp) de luxe saloon, twin horns, spot lamp, ride control, gunmetal, superb vehicle.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [8030

Sunbeam-Talbot Cars Wanted

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8067

CHARLES RICKARDS, Limited, wish to purchase good pre-war Sunbeam-Talbot cars.—56, Bayswater Road, London, W.2. Paddington 1820. [7706

CRIPPS, of Nottingham, urgently require all recent models, Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 44558. [0462

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0069

CAMDEN MOTORS require to purchase Sunbeam-Talbot saloons and drop heads of all horse-powers in good clean condition, 1938-40 and post-war; write, call or 'phone stating price required.

CAMDEN MOTORS, Ltd., the best Sunbeam-Talbot buyers, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [7923

Sunbeam-Talbot Spares and Service

ARMITAGE MOTORS (WESTMINSTER), 213-219, Broadway, Wimbledon, and Wilton Mews, S.W.1. Liberty 4390. [6874

CROYDON'S Sunbeam-Talbot spares specialists.—Manton Motors, Ltd., 29-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. [0519

TALBOT

1935 Talbot saloon, 17.9hp, beautiful condition; gift at £220; petrol.—Morison, Kynance, Chitts Hill, Lexden, Colchester. Tel. 3934. [7596

TALBOT 75 saloon 1935, excellent mechanical order, good tyres, blue leather upholstery, taxed, basic; £125, must sell.—Ferry Lodge, Chertsey Lane, Staines. [8468

1936 105 Talbot Speed sports saloon, maintained and kept in absolutely 100% condition by ourselves; a most exceptional example of this model; £695.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [7788

£185.—Talbot 105 2-door streamlined sports saloon, in remarkable condition throughout, luxurious hide interior, terrific performance, new tyres and new batteries, 85mph, outstanding condition for 1933 car.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8464

TALBOT 1937 75 saloon, grey, maroon wheels and upholstery; recently overhauled and resprayed; impressive appearance and performance; spares available; view by appointment London or Warwick.—Tel. Warwick 301 or Box 3650. [7648

345 gns.—Talbot 10, 1938 model, foursome drop head coupe, black, blue leather, wheel discs, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead tube). Hampstead 6041. [8206

WALTER SCOTT, Ltd.—1937 (May) Talbot Speed 105 saloon, black, beige hide, 33,000 miles only, synchromesh, Andre telecontrols, and many other extras, looks and runs as new; £595.—39, College Crescent, Swiss Cottage N.W.3. Primrose 5914. [6560

TANKARD & SMITH, Ltd., offer 1937 Talbot 75 sports saloon in black with brown leather upholstery, coachwork and interior very much above average condition, fitted telecontrol shock absorbers and many other extras, manual gear box, very fast; £325; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. [7694

Talbot Cars Wanted

CASH immediately for good Talbot.—H. F. Edwards, 28, Upper High St., Epsom 9400. [8079

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991

TALBOT 1937/8 24hp drop head or saloon wanted, crash type gear box preferred; please state price.—Box 3765. [8486

Talbot Spares and Service

PRESELECTOR gear box service; spare parts supplied; recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. [0762

TRIUMPH

J. DAVY offers.—

APRIL 1948 Triumph Roadster, black with beige hide upholstery, Clayton heater, many other extras; £925.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [2635

NEWNHAMS, Ltd.

1949 2000 Roadster, grey with blue; low mileage.

1946 1800 razor-edge saloon; black with fawn; one owner; carefully used.

1939 14-60hp Dolomite drop head coupe; black with fawn; fitted radio; exceptional car.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [8031

TRIUMPH

TOM GARNER, Ltd., offer

1949 Triumph 1800 razor-edge saloon, gunmetal with grey leather, 3,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7715

HAROLD RADFORD & Co., Ltd.,

1948 (July) Triumph Roadster in grey with blue leather upholstery. 7,500 miles, in first-class condition throughout.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines) [8284

WARWICK WRIGHT, Ltd., offer:—

1949 Triumph 2000 Roadster, champagne, brick red leather, 4,000 miles; £1,097.
1949 Triumph 2000 R.E. saloon, gunmetal grey, grey leather, 7,000 miles; £1,295.
1948 Triumph 1800 R.E. saloon, black, brown leather, 10,000 miles; £1,125.
1948 Triumph 1800 R.E. saloon, gunmetal grey, grey leather, 7,000 miles; £1,175.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8134

McKINNON MOTORS, Ltd., offer:—

1949 Feb. Triumph 1800 razor edge saloon, grey, grey leather, one owner, 5,800 mileage, spare unused, absolutely unmarked condition; £1,195.
1948 Oct. Triumph 1800 Roadster, grey, blue leather, 5,200 miles only, ex-works condition, spare unused; £975. Extended terms, six months' guarantee.
McKINNON'S, Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [7695

WANSTEAD MOTORS, Ltd., offer:—

1949 Triumph Roadster, green, 5,000 miles; £1,050; another 1948 (October), gunmetal, radio, 10,000 miles; £965.
WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [6461

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Triumph Roadster, nominal mileage, excellent condition; £875.—Portsmouth Rd., Thames Ditton, Emberbrook 4343. [5194

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

TRIUMPH 16hp Vitesse sports saloon, first registered 1939, black with green hide interior, excellent condition throughout; £395.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631.

1948 Triumph 1800 Roadster, black; £835.—Montroe Motors, 91, Epping New Rd., Buckhurst Hill, Buc. 5175. [8427

1948 (May) Triumph coupe, 15,000 miles, grey/blue, one careful owner; £825; private.—Rickmansworth 3758. [8253

1938 Triumph Dolomite sports saloon, black and brown leather, fitted H.M.V. radio, excellent condition; £425.—Below.

1948 Triumph 1800 Roadster, black with fawn upholstery, genuine 5,000 miles, as new; £895.
JOHN CAMPBELL MOTORS, 415 Holloway Rd., N.7. North 4441 [6485

1948 Triumph Roadster, 9,000 miles; £935.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [5926

4000 miles, 1949 Triumph 2,000cc Roadster; entirely new condition.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2336. [7834

1946 (November) Triumph Roadster, grey and blue, excellent condition throughout; £700.—Blakey, 61, Scotland Rd., Nelson, Lancs. [8284

1949 Triumph 2000 Roadster, grey, 5,000 miles; £1,035.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [5925

£835.—Triumph 1800 Roadster, May, 1947, beautiful appearance, finished grey, grey leather, nominal mileage only, fully guaranteed.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard. Beds. Tel. 2381 and 3115. [7926

CASS'S MOTOR MART.—1948 (July) Triumph Roadster, black, 16,000 miles, superb order; £865, written guarantee.—5, Warren St., W.1. Euston 4110. [6530

GORDON CARS (LONDON) Ltd.—1948 Triumph razor edge saloon, black/fawn, new condition.—Gordon House, 573, Euston Rd., N.W.1. Euston 6611. [7942

1938 July Triumph Dolomite 14hp saloon, excellent condition; £325, terms, exchanges.—The Lynch Garage, opp. G.P.O. Uxbridge, Middx. Tel. 122. [7394

1940 Triumph Dolomite 2-litre, beautiful foursome drop head coupe by Salmon, Philco radio and many extras, superb condition throughout; £550.
BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [8309

DECEMBER, 1947, Triumph Roadster, good condition, low mileage, metallic grey and blue upholstery; £775.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1232. [8143

1948 (December) Triumph Roadster, champagne, red leather, 10,000 miles, choice of two; £995.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8370

ROSE & YOUNG, Ltd., offer:— 1948 Triumph Roadster 1800 model, small mileage, metallic grey; £795, 65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [8177

1948 (June) 14hp Triumph saloon, black, chauffeur maintained in perfect condition, mileage 15,000; price £950 or near offer.—Apply Estate Office, Peper Harow, Godalming (Tel. 147). [8316

825 gns.—Triumph 1800, June 1948, Roadster, gunmetal, blue leather, heater, twin wind-tone horns, good tyres, one careful owner, exceptional condition; terms; exchanges.—Rowland Smith, below.

850 gns.—Triumph 1800, July, 1947, supercharged Roadster, apple green, leather upholstery, Nordec blower, Notek lamps, good tyres, one careful owner, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead tube). Hampstead 6041. [8207

TRIUMPH

1949 (January) Triumph 2000 Roadster, finished mistletoe green and chromium with green leather, 6,000 miles only, absolutely spotless; offered with written guarantee 995 guineas; exchanges, terms.—H. F. Edwards, 28, Upper High St., Epsom, 9400. [6401

1937 Triumph Southern Cross 2-seater, 14-60 engine recently overhauled, exceptional performance, full petrol, taxed June; £285.—Wills, The Camp, Steep, Petersfield, Hants. Tel. Petersfield 492. [8291

1949 model (Dec. '48) Triumph 2000 Roadster, grey with red hide upholstery, taxed to Dec. 1950, carefully maintained, one owner; 900gns.—F. English, Ltd., Langley Rd., Branksome, Bournemouth. Tel. 5850. [8501

TANKARD & SMITH, Ltd., offer 1948 Triumph Roadster in polychromatic silver with beige leather, genuine 19,000 miles only, beautiful condition; £910; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. [7690

Triumph Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. [0974

I REQUIRE post-war Triumph urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [7665

CARS wanted for cash.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. [7009

CASH immediately for good Triumph.—H. F. Edwards, 28, Upper High St., Epsom 9400. [8080

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0932

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0182

Triumph Spares and Service

S&T

SERVICE and spares for all models.

MANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assemblies.
STANDARD & TRIUMPH SALES, Ltd., London Distributors Junction Boundary Road and Abbey Road St. John's Wood N.W.8. Maida Vale 9114 (10 lines). [0397

NEWNHAMS, Ltd.,

TRIUMPH specialists; service and spares for all models, including Dolomite type radiator grills.—Newnham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. [1539

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel 3322) [0355

RESTORE power, performance and improve petrol consumption by replacing your worn camshaft; new camshafts available for all ohv model.—S. A. Coles, Ltd., 364-368 High Rd., Leyton, E.10 [0342

UTILITY CARS

ROWLAND SMITH for Utility cars.

295 gns.—Ford V.8 (June 1938) 30hp, model 81A, fitted 4-door 8-seater timber utility body, sliding glass windows, removable rear seating, drop tailboard, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below:—

795 gns.—Alvis 14 (March 1948) utility, 4-door coach-built natural timber body, birch grey wings and bonnet, red leather upholstery, glass all round, drop tail-board, one owner, small mileage, practically new condition; terms, exchanges.—Rowland Smith, below:—

225 gns.—Ford V.8 (Nov. '36) 30hp fitted 4-door 8-seater timber utility body, sliding glass windows, removable rear seating, drop tail-board, very good condition; terms, exchanges.—Rowland Smith, below:—

145 gns.—Lanchester 10, 1935, 5-6-seater utility van, wood framed body, glass all round, removable rear seating; terms, exchanges.—Rowland Smith, below:—

850 gns.—Riley (Nov. 1948) 1½-litre shooting brake, 4-door 5-seater natural timber body, gunmetal bonnet and wings, glass all round, fold flush rear seat, small mileage, spare unworn, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below:—

795 gns.—Lea-Francis (April 1947) 14hp shooting brake, 4-door 5-seater coachbuilt natural timber body, fawn wings and bonnet, glass all round, drop tail-board, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8215

HAROLD RADFORD & Co., Ltd.

1948 (Dec.) Jowett Bradford utility, 6-light, green and black, 6,300 miles, very carefully maintained.

1937 (Aug.) 27hp Chevrolet 4-door shooting brake, in natural wood grain, one owner, mileage 38,000, carefully maintained.
HAROLD RADFORD & Co., Ltd., specialists in re-designing and building wooden metal-panelled bodies etc.; selection in stock for immediate delivery; shooting brakes or all-metal Farmality dual-purpose van tel. or call for full details.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Ken. 6642. [8225

1939 Austin 12 4-5-seater utility shooting brake.

1940 Ford 8 4-5-seater; many others; write for list.
JACK STONE & SON, 221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054/5, 2276/7. [8050

1937 V.8 30hp Ford 8-seater utility, 1 owner; £575.
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [7789

£99.—1934 model Morris 14 utility, excellent runner, a useful vehicle for a modest outlay.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8473

UTILITY CARS

895 gns!—1949 16hp Austin station waggon, 9,000 miles.
SELBORNE (MAYFAIR), Ltd., 82, Park St., W.1. [8099

UTILITY Hillman 10hp 1939, exceptionally large body, excellent appearance; £325.
WADDOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [7680

1939 Ford Prefect 6-seater utility, Dagenham body, in extremely nice condition throughout; £385.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774 [5836

BRADFORD de luxe utility, Nov., 1948, one owner, extra seats, 9,500 miles, taxed, perfect; £460.—Box 3608. [7594

DODGE 1939 station utility, in running order, full basic; £250.—Sinclair Speakers, Manor Way, Borehamwood. [7737

BRADFORD utility, Nov., 1948, owner driven, small mileage, faultless; £435.—Hutcheon, 12, Thirlstone Rd., Luton, Bedfordshire. [8268

TERRAPLANE 16.9hp utility, mechanically sound, good order and appearance; £185.—117, York Hill, Loughton, Essex. Lou. 4274. [8279

1949 series Jowett-Bradford de luxe utility, low mileage, immaculate.—Autowork, Ltd., Winchester. Tel. Winchester 4854. [7760

1947 (registered) Hillman utility, finished maroon, with civilian fittings, although not the estate wagon it is similar in appearance.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8481

1948 (June) Jowett utility, black, 17,000 miles; £475.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8373

FOR sale, station waggon Austin 12hp, 1938, recently overhauled, reconditioned engine, 8,000 miles, tyres good; price £350; seen by appointment.—Box 3613. [7630

1937 Humber Snipe utility, with new roomy coach-built body, and completely new engine, mechanically perfect; £450.—Groom & Sons, Towcester, Northants. [8421

1946 Bradford Utility, body by outside coach-builders, 4-seater, beige/brown finish; £560.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.). [5138

FORD V.8 30hp utility, regd. Dec./'49, £10 tax, guaranteed 20mpg, oak grained, perfect; £265, bargain.—M. & T. Motors, Lubenham. Tel. Mkt. Harborough 2138, Leics. [7722

1948 (Nov.) Hillman Minx utility Phase II model, 11,000 miles, one owner, exceptional condition; £725.—Mann Egerton & Co., Ltd., Bury St. Edmunds. Tel. 2332 (5 lines). [7055

PRIVATE owner offers 1947 shooting brake Jeep, 21,000 miles, untaxed 1948, excellent condition, smart appearance; £260; no offers.—Twitten Orchard, Nutbourne Common Pulborough, Sussex. [7639

JOWETT Bradford utility van, 1949 model, fitted side windows and clear van floor, grey/brown upholstery, 4,200 miles only, unblemished, guaranteed; £525.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011 [7807

1948 Jowett-Bradford 10-cwt metal utility, chrome headlights hub caps, radiator etc. special folding seating for seven, running boards, good tyres, battery, interior, etc., gunmetal/black finish 45mpg, superb condition, taxed for year; if required will convert for red petrol at same price, guaranteed 6 months; A.A. or R.A.C. inspection welcomed; offered at low figure of £595.—Raff Garages Wolseley Rd., Ashford, Kent. [7528

Utility Cars Wanted

ROWLAND SMITH'S the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0994

AUSTIN 16 or other good make utility wanted, under 20hp.—Liggett's Garage, Aintree, Liverpool. Tel. Aintree 2935. [8274

POST-WAR 10-20hp utility car wanted of good make, small mileage essential.—Particulars to Angior, 140 Golders Green Rd., London, N.W.11 [0535

VAUXHALL 10

1938 Vauxhall 10 saloon de luxe, maroon, leather upholstery, very clean car; £285.
WALTON-ON-THAMES MOTOR Co., Ltd., Walton 200 [8432

£365.—1940 (registered) Vauxhall 10hp de luxe saloon, black, red hide, faultless runner, spotless condition.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8479

£325.—Vauxhall 10 1939 4-door saloon, an excellent car mechanically, good cellulose and interior, choice of 3; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, Park 5066-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [7627

1946 Vauxhall 10 saloon, as new, reconditioned engine just fitted; £550.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2 [6504

1939 (March) Vauxhall 10hp de luxe saloon, reconditioned engine recently fitted, excellent throughout; £567/10.—Harry Nash Motors, Ltd., 348, King St., Hammersmith. Riv. 2837-8. [7936

VAUXHALL 12

H. A. SAUNDERS, Ltd., offer:—

1947 (December) Vauxhall 12 saloon de luxe, 10,000 miles; £695.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [8525

VAUXHALL 12hp, first registered October, 1947, 13,400 miles, licensed 4950, basic February-May, excellent condition regularly serviced, black, brown upholstery, fog light, drive away.—Byas, 8a, Harley Gardens, London, S.W.10. Ken. 3526. [8289

195 gns.—Vauxhall 12, July, 1934, de luxe 4-door saloon, black, green wheels, sliding head, leather upholstery, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead tube). Hampstead 6041. [8208

VAUXHALL 14

H. A. SAUNDERS, Ltd., offer:—

1946 Vauxhall 14 saloon de luxe, immaculate; £695.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [8526

GORDON CARS (LONDON), Ltd.—1948 Vauxhall 14 saloon, black/brown, as new.—Below.

GORDON CARS (LONDON), Ltd.—1947 Vauxhall 14 saloon, black, radio, heater, one owner.—Below.

GORDON CARS (LONDON), Ltd.—1946 Vauxhall 14 saloon, blue, one owner.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [7943

1946 Vauxhall 14 saloon, low mileage, in excellent condition throughout.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [6970

£195.—1935 Vauxhall 14 de luxe saloon, black, brown hide, excellent runner, good tyres, clean condition.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8471

1936 Vauxhall 14 saloon, in immaculate order; £225.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [2989

£295.—1938 Vauxhall 14 saloon, one driver; immaculate throughout.—362, Upper Richmond Road, E. Sheen. [8043

1938 Vauxhall 14 touring saloon, splendid condition; £345.—Bowen, Hillside Garage, Edgware. Tel. Edgware 4464-5. [8392

1947 (June) Vauxhall 14 saloon, black/brown, 16,000 miles, immaculate throughout; £750.—Campbell Symonds. Tel. Arnold 2246. [4666

£735.—Vauxhall 14 de luxe saloon, black, brown leather, 15,000 miles, one owner, almost as new.—Robbins, East Putney. Tel. 4581. [8455

VAUXHALL 14hp. 1947, owner-driven, completely overhauled reconditioned engine, running in just completed, selling through delivery of new car.—Jeans, Cortington Grange, Warminster, Wilts. [7733

1946 Vauxhall 14 de luxe saloon, black, brown hide upholstery, mileage 20,000; this car is in exceptional condition; £655; terms, exchanges, 3 months' guarantee; free demonstration within 100 miles.—Makin & Harrison, 492-496, Chiswick High Rd., W.4. Chiswick 0558-2619. [7014

VAUXHALL, WYVERN & VELOX

CAR MART, Ltd.

VAUXHALL Velox, 1948, saloon, 5,000 miles; £895.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [7898

TOM GARNER, Ltd., offer

1949 Vauxhall Wyvern saloon, black with fawn cloth, 1,500 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7716

H. A. SAUNDERS, Ltd., offer:—

1948 Vauxhall Wyvern saloon de luxe, 4,720 miles; £845.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [8524

1949 Vauxhall Velox, 6,000 miles, heater, immaculate; £875.—Manor Circus Motors. Tel. Richmond 4004. [8417

1949 Wyvern saloon, 5,500 miles, black/fawn upholstery, quite faultless; £865.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [7806

WALTER SCOTT, Ltd.—1949 (February) Vauxhall Velox, black, fawn leather, negligible mileage, as new; £845.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [2326

1949 (Dec. 29th, 1948) Vauxhall Wyvern saloon, 8,000 miles, black, brown leather, ex. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [7689

1949 (March) Vauxhall Wyvern, black-grey cloth upholstery, 7,600 miles, one private owner, any trial or examination; £800.—J. B. Fry, 45, Greywethers Ave., Swindon, Wilts. Tel. Swindon 2357 after 6 p.m. [8313

1949 (March) Vauxhall Velox saloon, low mileage, colour grey, with brown leather, absolutely as new, one owner, large Notek light; £865; exchanges, H.P.—Harry Nash Motors, Ltd., 348, King St., Hammersmith. Riv. 2837-8. [7985

VAUXHALL 25

1940 Vauxhall 25 limousine 7-seater, as new; £850.—Simpson's Motors (Wembley), Ltd. (American car specialists). Wembley 3903. [7990

1940 Vauxhall 25hp limousine, looking as new; £950.—Simpsons Motors (Wembley), Ltd. (American car specialists). Wembley 3903. [7240

£250.—1938 Vauxhall 25 de luxe saloon, new engine and brakes, new tyres, immaculate car.—Great Western Motors, Ltd., 6-8, Bishops Rd., W.2 (Paddington Station). Ambassador 1061-2. [8026

£465.—Limousine Vauxhall 20/25 1936 model, full 8-seater, 3-seater occasionals, de luxe leather interior, expensively upholstered and immaculate throughout, full modern design and similar to 1939 vehicle, looks worth £900, irreplaceable bargain, comprehensive 3 months' written guarantee; hire-purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [8222

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

114, Wardour St., W.1. Gerrard 4363. [0017

VAUXHALL and other makes of used cars in good condition, let us know your requirements.—Tel. Uxbridge 737. Gregory's of Uxbridge. [0039

VAUXHALL MISCELLANEOUS

HAMILTON MOTORS (LONDON) Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers

1949 Velox de luxe. 8,000 miles, unscratched.

1939 14hp J, exceptionally clean new tyres.

1946 14hp J, Cromard lined engine, mechanically perfect.

1948 12 hp, first-class mechanically and body.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars including latest models. [7867

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887) always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283

Vauxhall Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975

SSHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

114, Wardour St., W.1. Gerrard 4363. [0018

RROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994

1939 Vauxhall 10 or 14hp in good conditon.—Val. 4830. [8443

I REQUIRE post-war Vauxhall urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1268. [7666

ALL Vauxhall models urgently required.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [8048

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall. Wembley 3903. [8008

POST-WAR Vauxhall required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0860

BROADWAY MOTOR Co. require good second-hand cars of all makes.—3-13, Russell Rd., Wimbledon. Liberty 2494. [0493

7-SEATERS private Limousines required, cash waiting. Aibe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [3887

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Frobisher 0063 0929. [0479

STEELE GRIFFITHS & Co., Ltd., 295, Camberwell New Rd., S.E.5, urgently require a large number of 1946 and 1947 Vauxhall 10s and 12s, low mileage essential.—Tel. Rodney 2201-6. [7367

HAMILTON MOTORS (LDN.), Ltd., Vauxhall main dealers urgently require Vauxhalls of all types.—466-490, Edgware Rd., London, W.2. Call, write or 'phone Paddington 0022. [0699

CAMDEN MOTORS require to purchase Vauxhall 10s, 1938-40 and post-war; also Vauxhall 14s, J type models, 1939-40, in good clean condition; write, call or 'phone, stating price required.

CAMDEN MOTORS, Ltd., the best Vauxhall buyers, Lake St., Leighton Buzzard. Beds. Tel. 2381 and 3115. [7924

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BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEARBOXES, differential units, front suspension units, engines, large stocks of Vauxhall spares.

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CAC exchange service.

ALL rebuilt Vauxhall/Bedford assemblies exchanged at manufacturers' flat rate repair charges.

COMPLETELY rebuilt and tested Vauxhall/Bedford electrical components, dynamos, starters, distributors, etc., exchange at 50% manufacturers' list price.—Croydon Automobile Co., Ltd., main dealers for all repairs to your Vauxhall or Bedford, Bedford House, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205

FOR Vauxhall mudguards, running boards, 1933-9.—Brooks, 85, Queens Rd., Brighton. [0381

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-Pass, Egham 131. [0196

TORSION bars available for Vauxhall 10, 12, 14 and 25; stock deliveries, first-class production.

SUSPENSION units, exchange or outright sale, immediate deliveries; our reconditioned units are complete with king pins and include shock absorber overhaul, 3 months' guarantee, available for 10, 12 and 14hp DX and J types.

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SPRINGS, immediate delivery, suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from factory.

TRIANON, Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0137

NEW cluster gears suitable DX14 gearbox; suspension exchange, competitive prices; trade supplied.—10, Winchester Mews, N.W.3. Pri. 2647. [0244

BROMLEY & District.—Consult Davis & Hill, Ltd., the local Vauxhall and Bedford spares and service specialists.—Bromley Common. Ravensbourne 2654. [0440

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137/149, Widmore Rd., Bromley Kent. Rav. 3456-7-8-9. [0393

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RENAULT, Phœnix, Minervia, Brennabor, Cadillac etc. for sale.

WELHAMS, Veteran Car Specialists, Surbiton Hill Rd, Surbiton. Elmbridge 1875 [0201

EDWARDIAN Renault 8hp 2-cyl 2-str, very good condition, daily use, taxed; £85; seen.—County Arms Garage, 343, Trinity Rd., Wandsworth. Batt. 0509. [8294

VINTAGE CARS

VINTAGE but not veteran: £98, 1931 Hillman 12.8 tourer 4-seater in splendid mechanical order, £50 recently spent, crown wheel pinion, clutch and linings, mag., silencer, towbar, exhaust valves, big ends, good tyres, petrol, owner going abroad; view by appointment.—Horseshoes Garage, Hatfield Rd., St. Albans, Herts. [7169

325 gns.—Bentley, 1928 series (Reg. Oct. 1935) Red Label 3-litre short chassis speed model sports 4-seater, British racing green, leather upholstery, tonneau cover, Bosch horn, carefully used, excellent condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead tube). Hampstead 6041. [8211

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361.—Sole distributors for Great Britain. Sales, service and spares. [0373

WILLYS

£345.—Willys 16hp saloon, registered 1938, attractively finished in green, bodywork perfect, upholstery and mats immaculate, 100% mechanically sound, twin spotlights fitted, full 6-seater, large luggage compartment, an American car combining comfort and smooth running at reasonable motoring cost.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [3112

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EUSTACE WATKINS, Ltd. the London Wolseley distributors and official service station offer their facilities when selling used cars.

1947 Wolseley 14hp saloon, black, brown leather front and cloth rear, 17,000 miles, one owner.

1947 Wolseley 18hp saloon, black, brown leather front and cloth rear, one owner; in excellent condition.

1947 Wolseley 25hp limousine, black, black leather front, cloth to rear compartment, 3,000 miles, as new.

1938 Wolseley 25hp saloon, black with brown leather upholstery, 36,000 miles, fitted with new wireless and special roof rack, in exceptional condition.

LOW mileage Wolseleys are scarce, should your model not be in stock put your name on our used cars register for early notification.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [7853

NEWNHAMS, Ltd.

1948 Wolseley 12 saloon; black with brown; low mileage; carefully used.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [8036

BROWNS for Wolseleys.

1939 Wolseley 12hp saloon de luxe, immaculate condition, reconditioned engine recently; £445.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [9616

GLANFIELD LAWRENCE offer

LATE 1938 Wolseley 12 saloon, black, brown leather upholstery; £495.—407, High Rd., N.12. Finchley 0091. [6524

G. P. (BALHAM), Ltd. offer:—

250 gns.—1940 Wolseley 10 4-door saloon, paintwork poor, runs well, genuine bargain; first deposit secures.

185 gns.—1937 Wolseley 14 4-door de luxe tourer, excellent condition; first deposit secures.

150 gns.—1934 Wolseley 12 sports foursome saloon, reconditioned engine, genuine bargain.

G. P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [7851

1947 (October) Wolseley 14 saloon, specimen car, low mileage; £925; also

1948 Wolseley 18 saloon, black, brown leather, excellent condition throughout; £875.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [7792

CAMDEN MOTORS.—Wolseley 8hp saloon 1948, black, brown leather, beautiful condition, very low mileage; £595.

CAMDEN MOTORS.—Wolseley 10hp saloon 1939, original dark green finish, clean leather interior, very economical; £395.

CAMDEN MOTORS.—Wolseley 10hp saloon 1939/40, one very careful lady owner since new, moderate use only, specially recommended; £425.

CAMDEN MOTORS.—Wolseley 14hp saloon 1936, in very good condition for the year, excellent chassis and tyres, clean black coachwork, real leather interior, several extras; £215.

CAMDEN MOTORS.—Wolseley 14hp saloon de luxe 1937/8, one private owner since new, original condition throughout, a thoroughly clean and very genuine car; £525.

CAMDEN MOTORS.—Wolseley 14hp saloon de luxe 1939 finished black, dark blue leather, attractive coachwork, outstanding mechanically; £495.

CAMDEN MOTORS.—Wolseley 14hp saloon de luxe 1939, one very careful owner since new, car scrupulously maintained and regularly serviced, tip-top mechanical order; £525.

CAMDEN MOTORS.—Wolseley 14hp saloon de luxe 1947, immaculately finished black with brown hide interior, very low mileage, fitted heater and other extras; £795.

CAMDEN MOTORS.—Wolseley 18hp saloon de luxe 1939, handsome and impressive car, original finish, immaculate interior, several extras; £495.

CAMDEN MOTORS.—Wolseley 18hp saloon 1946/7, late property of county official, magnificently maintained mechanically, finished black, immaculate hide interior; £695.

CAMDEN MOTORS.—Wolseley 21hp super de luxe saloon 1939, one private owner since new, original finish throughout, in very outstanding order, moderate and very careful use; £375.

CAMDEN MOTORS.—Wolseley 25hp saloon de luxe, handsome and impressive car, very capacious body, finished in original dove grey and blue cellulose, one owner since new, stored five years, taxed half rate, genuine opportunity at £345.

CAMDEN MOTORS.—Wolseley, every one of the above cars is fully guaranteed in writing; write for our 18-page stock list of over 300 cars; easy and confidential hire purchase facilities, part exchange, free delivery of any car anywhere in the United Kingdom; near mainline L.M.S. station, frequent trains from Euston and Watford take only 50 minutes, or by road under 4 miles off main A.5 Watling Street; fares refunded to purchaser from any part of the country. [7912

WOLSELEY

1940 Wolseley 14 saloon, black, beautiful appearance, has had new engine fitted; £485. MAGDALEN MOTORS, 311, Trinity Rd., S.W.18. Bat. 5573. [7456

1939 Wolseley 18/85 saloon, black with brown leather, excellent order throughout; £495. G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [7964

BEARTS, of Kingston, Wolseley distributors.—Sales spares and repairs.—102, London Rd. Kingston. Tel. 3348. [0083

£450.—1939 series Wolseley 12-4 de luxe saloon, black, brown hide, exceptionally clean condition. BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8474

289 gns.—1938 Wolseley 10 de luxe saloon, superb condition.—Autosnips, 5, Balham High Rd., Balham 1509. [8113

1935 Wolseley 14 saloon, good condition; £155.—Dixons Garage, 154, West Hill, Putney, W.15. Putney 0396. [7341

1939 Wolseley 18/85 saloon, 6,000 miles since complete overhaul; £495.—Broadway Motors, 67, High St., Hounslow. Tel. 0175 [7845

CASS'S MOTOR MART.—1939 Wolseley 16/65 saloon, black, superb condition; written guarantee.—5, Warren St., W.1. Euston 3523. [8175

£765.—Wolseley 14/60 saloon, black, brown leather, superb condition, one owner.—Robbins, East Putney. Tel. 4581. [8454

1939 Wolseley 14 saloon, good condition, bodily and mechanically; £395.—Munday Cars, 35, Woodford Ave., Ilford. Valentine 4830. [8439

1949 (Dec. '48) Wolseley Four-Fifty saloon, colour grey; £1,100.—H. J. Enston, Glan Aber, Ffrith, Nr. Wrexham. Tel. Brymbo 317. [7046

CENTRAL GARAGE, Croydon, offer 1939 Wolseley 21hp saloon, black, brown leather upholstery; £595.—Central Garage. Tel. Croydon 7464. [6502

£450.—12/48hp Series III Wolseley saloon, exchange engine, recellulosed.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [7228

1948 Wolseley 8 4-door saloon, black with brown hide upholstery, very clean; £645.—Jack Rose, Ltd., Stafford Rd., Wallinston, Surrey. Wallington 6677-8. [7006

1948 Wolseley 18hp saloon, finished in black, one owner, moderate mileage; open to any test; tax paid, full coupons; cash price £900; hire terms available. A. R. TAYLOR GARAGES, Ltd., Shipston-on-Stour, Warks. Tel. 30. [8290

1936 Wolseley 10 saloon, black, in perfect condition throughout, any trial or inspection; £240.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [4245

WOLSELEY 680 saloon, positively unmarked, probably the first 680 saloon to be offered for sale.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [8160

WOLSELEY 8hp saloon, finished blue, with brown leather upholstery, 10,000 miles, first registered March, 1948.—Jack Olding, Ltd., North Audley St., W.1. Mayfair 5242. [8107

WOLSELEY 14, positively unmarked, inside and out, hardly used speedometer reading 4,000 miles odd; £995.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [8157

195 gns.—Wolseley Hornet Special, 1934 model, Abbey sports 4-seater, cream and green, leather upholstery, Ashby wheel, large instruments, good condition; terms; exchanges.— Rowland Smith, below.

225 gns.—Wolseley 14, 1936, de luxe 4-door saloon, black, sliding head, brown leather, easy-clean wheels, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead tube). Hampstead 6041. [8209

1939 (Oct.) Wolseley 14/60 saloon, black, 9,000 miles since comprehensive overhaul, generally in excellent condition, full petrol; £500 or very near offer.—Humfrey, 113, Church Rd., S.E.19. Liv. 3044. [7167

1947 Wolseley 12hp saloon, black, brown hide throughout, 5,000 miles only, condition quite exceptional; £895; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [7945

1937 Wolseley 25hp saloon, excellent condition, recently overhauled, bills can be produced; price £350.—Apply Mr. Mallett, 22, Silverdale Parade, Eastern Ave., Newbury Park. Tel. Seven Kings 9084 or 8558. [8317

WOLSELEY 16hp saloon, £10 tax, ex-Ministry car, little used, in good original condition; bargain at £395; ideal roomy car for family farmer, doctor, business.—The Bucks Motor Company Ltd 24, Gt. Western St., Aylesbury 164. [7831

1946 /47 Wolseley 18hp car, in excellent running order, body work and upholstery almost equal to new; inspection and any trial run willingly given.—Apply to Worthams, Gayton Rd., King's Lynn. Tel. 2927; or to 3, North St., Wisbech. Tel. 1401. [7175

£525.—Magnificent Wolseley at very little money, 21hp first registered 1946, bodywork and interior literally as new, mechanically excellent, whole vehicle looks and runs like a £1,000 motor car, genuine bargain, comprehensive 3 months' written guarantee; hire-purchase, exchanges. LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [8219

1940 Registered 21hp seven seater Limousine, black, partition. £585. LIMOUSINE, 1949, partitioned, black, 25hp, forward occasionals, genuine low mileage, immaculate, reasonable cost (£10 tax). Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8092

Wolseley Cars Wanted

RS ROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0995

SELL your Wolseley to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [4555

Wolseley Cars Wanted

EE EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele are the best market for used Wolseley cars.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5963

WEYBRIDGE AUTOMOBILES, Ltd., the Wolseley distributors urgently require late-type Wolseley.—Tel. Weybridge 233. [0540

JACK ROSE, Ltd., require low-mileage Wolseley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [4928

BLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bond St., Liverpool, 1. Tel. Royal 6622. [7737

1938 Saloon 21/25hp Wanted, sound mechanically, reasonable cost. Letters:—Roberts, 26, Sunny Hill, Hendon, N.W.4. [2896

7-SEATER Limousine 1935/20hp—also 25hp Series 3. Details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [2895

Wolseley 4/50 Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Euston 1212. [0721

Wolseley 6/80 Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Grosvenor 3434. [0722

Wolseley Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of Wolseley cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [0485

WOLSELEY sales and service.—Ramsay Motors, Ltd., 242-248 High St., Barnet 3240. [0707

FOR Wolseley mudguards, running boards, 1935-46.—Brooks, 85, Queens Rd., Brighton. [0586

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned unit service and repairs for all Wolseley models. [9571

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service. Complete overhaul's coachwork and reconditioned engines. [0277

BROCKHURST GARAGE.—Harrow agents for Wolseley; sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald Middlesex. Tel. Grimsdyke 561. [0204

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200 cars under £300; drive away immediately on our Atomic-on-the-spot-hire purchase system; no fuss, no formalities, no enquiries, every car plainly marked with price and year; top price in part exchange for good vans, cars and motor cycles.

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KING'S AUTOS. King's Autos. King's Autos.

ENGLAND'S easiest hire purchase terms.

LOW deposits, drive away same day.

EVERY car guaranteed for 3 months.

1939 Riley 12hp de luxe saloon, overhauled, resprayed, one owner, immaculate throughout; £475.

1941 Morris 8 4-door de luxe sun saloon, one owner from new, brown leather upholstery, original paintwork, unmarked throughout; £415.

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1937 Jaguar 2½-litre sports saloon new engine fitted 500 miles ago, sprayed black with brown leather upholstery, a splendid car, magnificent performance; £360.

1938 Triumph Dolomite 14hp sports saloon, just re-sprayed in old ivory colour, blue leather upholstery, new carpets, overhauled, a magnificent car of remarkable performance; £370.

WILL you please note that any of the above cars can be demonstrated to you at your own home if your are living within 30 miles of Ilford.

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ANY car, motor cycle or van taken in part exchange.

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MISCELLANEOUS CARS

"THE Autocar Handbook: A Complete Guide to the Modern Car." Twentieth Edition. The completly revised edition of this popular handbook for the non-technical reader explains in detail, with an abundance of clearly drawn illustrations, the mechanism of the modern car. Details of components of older-type cars are also described in full. Size 7½in×5in. 242 pages, over 280 illustrations. Price 5/- net. By post 5/4 from all booksellers or The Publishing Dept., Dorset House, Stamford St., London, S.E.1.

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MARBLE ARCH MOTOR SUPPLIES, Ltd.—Spot cash buyers of all makes and models.

HIGH St., Watford, Herts. Tel. Watford 4491. [0185

POST-WAR Humbers and Hillmans purchased for cash.

R. S. MEAD, 42, Queen St., Maidenhead. Tel. M'head 2642. [6695

WE are cash buyers of all small h.p. post-war or pre-war cars.

THE WARREN MOTOR Co., 353-5, Euston Rd., N.W.1. Tel. Euston 7751. [1866

£50 offered for Austin or Morris Eight.—Ward, 33, Elizabeth St., S.W.1. [7645

EAST SHEEN.—Cresswell's Garage, urgently wish to buy all makes of pre-war cars.—Pro. 2612. [0375

8 and 10hp cars, 1938 onwards wanted.—Full details to Jennens Bros. Motors, Ltd., Sutton Coldfield. [6372

PRIDE & CLARKE, Ltd., offer immediate cash payment for any make or model; quotation by return.—158, Stockwell Rd., S.W.9. Bri. 6251. [0734

RAYMOND WAY, the hire-purchase specialists, are still buying cars of all types and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [2006

HENDON CENTRAL GARAGE, Ltd., urgently require all types of cars for cash.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5-6. [7868

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day including Saturday. [5347

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NEW and reconditioned civilian ambulances for immediate delivery.—Lawton-Goodman (Ambulance Builders), 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [7962

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1939 Austin Eighteen fitted latest 5-door partitioned 6-bearer 1950-streamlined Coachwork, exclusive equipment, magnificent carriage. Mechanical Guarantee Certificate. Immediate Delivery. Reasonable Cost. Below

AUSTIN Twenty/1938 streamlined 5-door 6-bearer, 1950-Coachwork, lavishly equipped, mechanically certified, bargain.

ROLLS-ROYCE 1950 Silver Wraith, also 1937/30hp and modern Phantoms fitted 1950-Bearer also Deck streamlined quality Coachwork, attractive designs, exclusive equipment, inexpensive. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [8089

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JACQUIER, Ltd., offer:—

3-5-ton Dodge drop-sided truck, low mileage; £255.—225-7 Hammersmith Rd., W.6. Riverside 6677-8. [4267

JACQUIER Ltd., offer:—

1948 Morris 10cwt van, low mileage, £495.—225-7, Hammersmith Rd., W.6. Riverside 6677-8. [7269

HAROLD RADFORD & Co., Ltd.

1947 (Nov.) Ford 5cwt van, grey, one owner, mileage 24,700, recently reconditioned including engine, extra passenger seat, in excellent condition throughout.

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MORGAN'S GARAGE (HOUNSLOW), Ltd., offer:—

1939 Morris 25-cwt van, recently completely overhauled and fitted with reconditioned engine: £225.

1944 Fordson Thames long wheelbase 5-ton dropside truck; £200.

1942 Fordson Thames long wheelbase 5-ton dropside truck; £175.

1946 (registered) Standard 12hp light Utility truck; £225.

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MANY other commercial vehicles of all types; list on request.

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BRAY MOTORS offer the following commercial bargains:—

£185.—1946 (registered) Standard 10-cwt van, in good condition, unworn tyres, excellent runner.

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1947 Austin 10cwt delivery van, exceptional condition, many others, write for list.

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£245.—1939 Bedford 10cwt van, recellulosed dark blue, excellent condition throughout, below

£295.—1939 Ford 5cwt gown van, literally looks like new, below.

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1947 Fordson 10cwt van; £475.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [7961

1946 Ford 5cwt van, as new.—Lyne Frank & Wagstaff Ltd., 3-5 Crouch End Hill, N.8. Mountview 4401 [4803

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RENAULT.—Distributors for Birmingham.—Henry Garner, Ltd., Showrooms: 221, High St., Deritend, 12. Works: 120, Alcester Rd., Mosley 13. [0003

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C. A. PETO, Ltd., for Riley models and service.—42, North Audley St., W.1. Mayfair 3051. [2827

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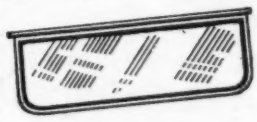

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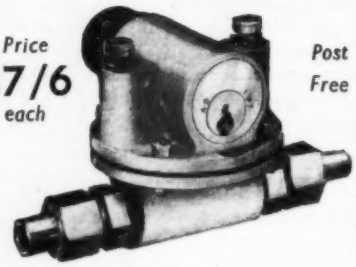

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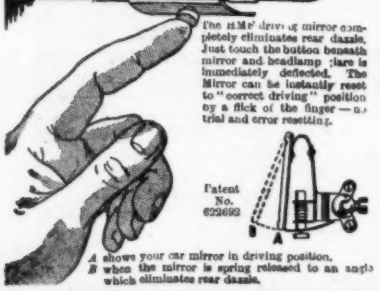

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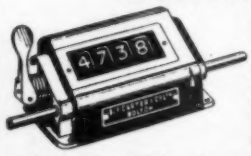

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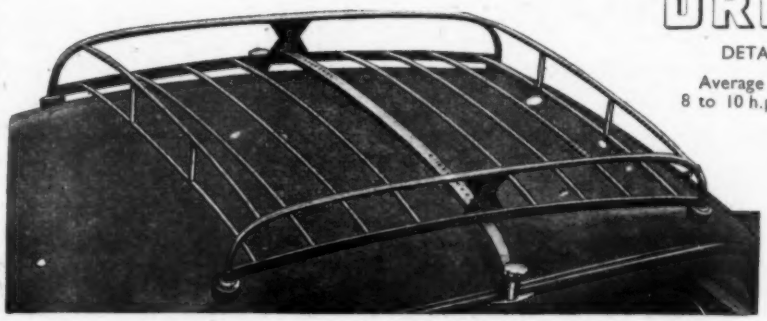

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Printed in Great Britain for the Publishers, Iliffe & Sons Ltd., Dorset House, Stamford Street, London, S.E.1, by The Cornwall Press, Ltd., Paris Garden, Stamford Street, London, S.E.1 Entered as Second Class at the New York, U.S.A., Post Office "The Autocar" can be obtained abroad from the following: Australia and New Zealand: Gordon & Gotch, Ltd India: A H Wheeler & Co. Canada: Imperial News Co.; Gordon & Gotch, Ltd. South Africa: Central News Agency, Ltd; Wm Dawson & Sons (S.A.), Ltd United States: The International News Co

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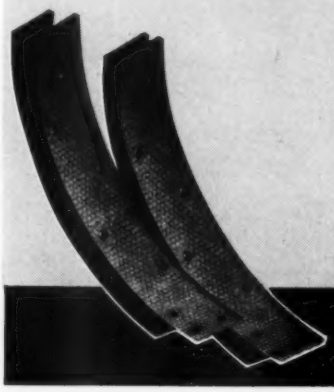

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